





## Mails.

## U.S. MAIL LINES.

PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,  
TOYO KISEN KAISHA.TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,  
CENTRAL AND SOUTH AMERICA AND EUROPE.

## PROPOSED SAILINGS FROM HONGKONG.

Ship	Day	Time
"DORIC"	SATURDAY, 17th January, 1903, at Noon.	
"NIPPON MARU"	SATURDAY, 17th January, 1903, at Noon.	
"SIBERIA"	TUESDAY, 20th February, 1903, at Noon.	
"COPTIC"	TUESDAY, 20th February, 1903, at Noon.	
"AMERICA MARU"	TUESDAY, 20th February, 1903, at Noon.	
"KUMBA"	FRIDAY, 27th February, 1903, at Noon.	
"GABRIEL"	SATURDAY, 7th March, 1903, at Noon.	
"HONGKONG MARU"	TUESDAY, 17th March, 1903, at Noon.	
"JENA"	TUESDAY, 24th March, 1903, at Noon.	

Record Trip Yokohama to San Francisco made by "KORONA" in 10 days, 10 hours.

THE O. & O. Company's Steamship "DORIC" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 17th instant, at Noon, for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of America.

Passengers holding Orders to EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £1 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND TRIP in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination, at the regular tariff rate.

Special rates (First-class only) to European ports, and to visit relatives, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS. Special rates (First-class only) are confined and will apply only to Missions, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 1 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same in required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Ports beyond San Francisco in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchandise Invoice will be sufficient for cargo or parcel, each shipment, when the value is less than \$100 U.S. Gold.

For further information as to Passage and Freight, apply to the Agents of the Company, Queen's Building.

Hongkong, 8th January 1903.

F. W. THOMAS, Agent.

CANADIAN PACIFIC RAILWAY COY.'S  
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA  
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA &amp; VICTORIA, B.C.)

"EMPERESS" Twin Screw Steamships—6,000 Tons—14,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.  
(SUBJECT TO ALTERATION.)

R.M.S.	Ship	Day	Time
"EMPERESS OF CHINA"	WEDNESDAY, 14th Jan., 1903.		
"EMPERESS OF INDIA"	WEDNESDAY, 14th Feb., 1903.		
"TARTAR"	WEDNESDAY, 20th Feb., 1903.		
"EMPERESS OF JAPAN"	WEDNESDAY, 18th Mar., 1903.		
"ATHENIAN"	WEDNESDAY, 18th Mar., 1903.		
"EMPERESS OF CHINA"	WEDNESDAY, 1st April, 1903.		
"EMPERESS OF INDIA"	WEDNESDAY, 22nd April, 1903.		
"TARTAR"	WEDNESDAY, 6th May, 1903.		
"EMPERESS OF JAPAN"	WEDNESDAY, 13th May, 1903.		
"ATHENIAN"	WEDNESDAY, 27th May, 1903.		

THE magnificent "EMPERESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS, "TARTAR" and "ATHENIAN" 14 DAYS, leaving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missions, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the world), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Paddy's Street.

Hongkong, 4th December, 1902.

HAMBURG-AMERIKA LINIE.  
NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.  
(SUBJECT TO ALTERATION.)

STEAMERS.	DESTINATIONS.	SAILING DATE.	Freight and Passengers.
"SIBERIA"	HAVRE, BREMEN, and HAMBURG. (Calling at SINGAPORE and COLOMBO.)	12th Jan.	Freight and Passengers.
"NUERNBERG"	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG.)	20th Jan.	Freight.
"WURZBURG"	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO.)	16th Feb.	Freight and Passengers.
"C. FERD. LAEISZ"	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG.)	24th Feb.	Freight.
"BAMBERG"	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO.)	5th Mar.	Freight.
"ANDALUSIA"	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG.)	19th Mar.	Freight.

For further Particulars, apply to HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 7, Queen's Building.

Hongkong, 7th January, 1903.

## Auctions.

## GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 12th day of January, 1903, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, at Kennedy Road, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

## PARTICULARS OF THE LOT.

No. of Sale.	Locality.	Boundary Measurements.	Content in Square Feet.	Annual Rent.	Upset Price.
1.	Kennedy Road.	80 ft. by 80 ft. by 80 ft.	6,800	46	1,350

Hongkong, 5th January, 1903. [15c]

## GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 12th day of January, 1903, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, at Peak Road, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

## PARTICULARS OF THE LOT.

No. of Sale.	Locality.	Boundary Measurements.	Content in Square Feet.	Annual Rent.	Upset Price.
1.	Peak Road.	40 ft. by 50 ft. by 50 ft.	1,000	5	250

Hongkong, 5th January, 1903. [17c]

## PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by

PUBLIC AUCTION,

on

TUESDAY, the 13th January, 1903,

at 2.30 P.M.,

at their

Sales Rooms, Ice House Street,

SUNDY HOUSEHOLD FURNITURE,

Comprising—

SILK TAPESTRY DRAWING-ROOM

SUITE, TEAKWOOD WARDROBES with

BEVELLED GLASS, SIDEBOARDS,

MARBLE-TOP DRESSING TABLES and

WASHSTANDS, TEAKWOOD DINING

TABLE and CHAIRS, BRASS BEDSTEAD,

IRON and BRASS FENDERS, CARPETS,

RUGS, DINING SERVICE, ELECTRO

PLATED WARE, CUTLERY, GLASS and

CROCKERY WARE, COOKING STOVE

and UTENSILS, &amp;c., &amp;c.

Also

A Choice Collection of ENGRAVINGS;

AND

A Quantity of CANTON BLACKWOOD

WARE.

TERMS:—As usual.

HUGHES &amp; HOUGH,

Auctioneers.

Hongkong, 9th January, 1903. [36c]

## Insurance.

"STRONGEST IN THE WORLD."

Take

Equitable Life Assurance.

All

Contracts

Have Loan and Cash Values and

Embrace all good features of

Rival Companies. The

Standing, Strength and Stability

of the Company is unquestioned.

For Rates or Information, Call on or

Address

F. KIENE,

14, Des Voeux Road.

[5c]

NORTH GERMAN FIRE INSURANCE  
COMPANY OF HAMBURG.

The Undersigned AGENTS of the above

Company are prepared to accept Fire,

Class FOREIGN and CHINESE RISKS at

CURRENT RATES.

SIEMSEN &amp; Co.

Hongkong, 18th May, 1902. [25c]

## NOTICE.

THE ANNUAL GENERAL MEETING

of the MEMBERS and ASSOCIATES

of the Hongkong Branch of the Navy League

will be held in the CIVIL HALL, on THURS-

DAY, the 15th of January, at 5.30 P.M. H. E.

POLLOCK, Esquire, R.C., President, in the

Chair.

G. C. ANDERSON,

Hon. Secretary,

Navy League, Hongkong Branch.

Hongkong, 7th January, 1903. [45c]

## Announcements.

## THE CHINA-BORNEO COMPANY, LIMITED.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of The CHINA-BORNEO COMPANY, LIMITED, will be held at the REGISTERED OFFICES of the Company, 4, Queen's Buildings, Victoria, in the Colony of Hongkong, on WEDNESDAY, the 14th day of January, 1903, at 12 Noon, for the purpose of confirming the following resolution passed at the EXTRA-ORDINARY GENERAL MEETING of the Company held this day (19th December, 1902):—

## RESOLUTION.

That for the purpose of carrying into effect the special resolution duly passed and confirmed at Extraordinary General Meetings of the Company held on the 11th and 27th days of October, 1902, the Company be wound up voluntarily under the Provisions of the Companies Ordinance 1862 to 1899, and that the Honorable Charles Stewart Sharp, Alexander George Wood, and John Thomas Martin Wheeley be appointed Liquidators of the said Company with liberty for each of them solely to exercise all the powers of the joint liquidators and that for the like purpose the liquidators be and they are hereby authorized to consent to the preparation of the Memorandum and Articles of Association of and to the registration of a new Company to be incorporated under the Companies Ordinance of Hongkong under the name of The China-Borneo Company Limited or some similar title.

Dated this 29th day of December, 1902.

By Order of the Consenting Committee,

WILLIAM D. JUPP,

Acting Manager.

[434d]

## THE CHINA PROVIDENT LOAN AND MORTGAGE COMPANY, LIMITED.

THE SIXTH ORDINARY ANNUAL MEETING of SHAREHOLDERS in the Company will be held at the Offices of the Company, 14, Des Voeux Road, Victoria, on SATURDAY, the 17th January, 1903, at 11 o'clock A.M., for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1902, declaring a Dividend and electing a Consulting Committee and Auditors. The TRANSFER BOOKS of the Company will be CLOSED from THURSDAY, 15th, to SATURDAY, 17th January, 1903, both Days inclusive.

SHEWAN, TOMES &amp; CO.,

General Managers.

Hongkong, 8th January, 1903. [33c]

## PROPOSED MERCANTILE MARINE CLUB.

NOTICE is hereby given that a MEET-

ING, open to all CERTIFICATED

MERCANTILE MARINE OFFICERS, will

be held, by the courtesy of the Manager, at the

Offices of the Hongkong Telegraph Company,

Limited, 1, Ice House Road, Hongkong, at

3 P.M., on SUNDAY, 18th January, 1903, for

the purpose of discussing the desirability of

FORMING A MERCANTILE MARINE

OFFICERS' CLUB, Hongkong.

Officers unable to attend may address sug-

gestions to be laid before the Meeting to

THOMAS C. SWABY,

Hongkong Telegraph.

Hongkong, 8th January, 1903. [34c]

## THE WEST POINT BUILDING COMPANY, LIMITED.

NOTICE is hereby given that the FOUR-

TEENTH ORDINARY MEETING of

SHAREHOLDERS in this Company will

be held at the COMPANY'S OFFICES, Victoria

Buildings, on MONDAY, the 26th January,

1903, at 11.30 o'clock A.M., for the purpose of

receiving the Report of the Directors together

with Statement of Accounts for the year

ending 31st December, 1902.

The REGISTER of SHARES of the Com-

pany will be CLOSED from SATURDAY, the

17th January, to MONDAY, the 26th January,

(both Days inclusive), during which period no

Transfer of Shares can be Registered.

By Order of the Board of Directors,

A. SHELTON HOOPER,

Secretary.

THE HONGKONG LAND INVESTMENT

AND AGENCY CO., LTD.

General Agents for

THE WEST POINT BUILDING

COMPANY, LIMITED.

Hongkong, 7th January, 1903. [28c]

## THE HONGKONG LAND INVESTMENT AND AGENCY CO., LIMITED.

NOTICE is hereby given that the FIF-

TEENTH ORDINARY MEETING of

SHAREHOLDERS in this Company will

be held at the COMPANY'S OFFICES, Victoria

Buildings, on MONDAY, the 26th January,

1903, at 12 o'clock Noon, for the purpose of

receiving the Report of the Directors together

with Statement of Accounts for the year ending

31st December, 1902.

The REGISTER of SHARES of the Com-

pany will be CLOSED from SATURDAY, the

17th January, to MONDAY, the 26th January,

(both Days inclusive), during which period no

Transfer of Shares can be Registered.

By Order of the Board of Directors,

A. SHELTON HOOPER,

Secretary.

THE HONGKONG LAND INVESTMENT

AND AGENCY CO., LIMITED.

General Agents for

THE WEST POINT BUILDING

COMPANY, LIMITED.

Hongkong, 7th January, 1903. [28c]

## Hotels.

## GO TO THE

KOWLOON HOTEL,  
KOWLOON. J. W. OSBORNE,  
Proprietor.THE CONNAUGHT HOUSE,  
QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL OFFICES. EXCELLENT CUISINE AND WINES. Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator. Hot and Cold Water throughout. Special Rates for Tourists. Launch Service for Guests.

For Terms, apply to

Hongkong, 1st November, 1902.

THE MANAGER.

[1339c]

"BOA VISTA,"  
(HOTEL SANITARIUM OF SOUTH CHINA)  
MACAO.

THE most select Hotel in the Far-East, beautifully situated, overlooking the sea, and affords comfortable accommodation for travellers. The strictest supervision as to food and cleanliness is exercised by a European Manager.

[52d] Telegraphic Address: "BOA VISTA."

## Announcements.

## INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that the Undersigned, being Sole Agents for

DR. AUER VON WELSBOACH CO.,  
VIENNA,

THE INVENTORS OF INCANDESCENT  
GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES,  
The Price of which has been reduced to

FIFTY CENTS per piece.  
BEWARE OF INFERIOR IMITATIONS!

KRUSE & Co.,  
CONNAUGHT HOUSE.

## WING CHEONG.

DEALERS IN JEWELLERY, PEARLS, DIAMONDS, JADESTONEWARE,  
CURIOS, SILKS, CARVED IVORYWARE, AND GRASSCLOTHS,

AND  
GENERAL EXPORTERS.

No. 35, Queen's Road Central,  
Next Door Messrs. LANE, CRAWFORD & Co.

Hongkong, 20th November, 1901. [125c]



## THE KING'S KINGLINESS

Here is, to my mind, says a writer in M.A.P., the prettiest story of the King's unbounded sympathy for the sufferings of his subjects that has yet come to light. A young dressmaker was threatened with consumption, following upon long and dangerous chest trouble, and was left nearly destitute. The doctors advised her to obtain admittance to an open air house to undergo a course of treatment. Meanwhile she was taken into a convent and devotedly nursed by the nuns; but, unfortunately, all their efforts to get her admitted into a house of the kind were quite fruitless. Then the girl, learning that the King was patron of one of the institutions on the South Coast, resolved secretly to write to him and plead for his assistance. About a fortnight later a gentleman called at the convent and asked to see her. He gave no name, and at first she was too ill to see him. He then explained that it was necessary for him to see her, as he had come to inquire into her case, and as to the desirability of sending her to an open air home for the treatment of consumption. She was aided downstairs, and he questioned her as to what the doctors had said and then inquired to whom she had applied for help. She mentioned several names, and at last hesitatingly admitted that she had written to the King. He then informed her that he had come from the King to inquire into her case, as his Majesty had noticed her letter and wished to help her. After further inquiries everything was satisfactorily arranged, and the girl was sent for a prolonged period to the home, with the result that her health was greatly benefited, and that she has since been able to return to work.

## A PURE DEMOCRACY.

One of the easiest ways of earning a living is to be a politician in Montana, U. S. A. There are always millionaires striving to represent that happy State in the national Senate, and the means they adopt to gratify their ambition benefit every voter in the State. In the winter of 1900, when Senator Clark was asked to explain before an investigating committee how he came to spend \$65,000 in securing his election from the Montana Legislature, he replied that he wanted to control the State in the interest of a "pure democracy." No price was too heavy if it would only purchase purity. One of Mr. Clark's purification agents, an expert of the first rank, got \$10,000 for his services. Three others divided over \$15,000 between them. Their charges were also remarkably high. For instance, it cost them \$5,000 to purify one Montana Senator, \$3,000 to purify another, and \$2,000 for a third. Two representatives were saved from inquiry by a present of \$3,000 apiece. Others received \$2,000, \$1,000, \$1,500, \$1,200, \$1,000, and \$500 respectively. One Senator was purified by finding \$1,200 in his trunk. Another found \$220 in cash lying on the table of his hotel room. In fact, the total outlay for purification on both sides during the campaign was estimated at \$30,000, or about thirty shillings ahead for the entire population of the State.—Times of India.

## SPLENDID SPORT.

Lord Burton and his friends have killed a hundred and twenty-five stags during the past season in the deer-forest of Glenquich, Invernesshire, the average clean weight being fourteen stone seven and a half pounds. There were nineteen stags of over sixteen stone, and nine of twelve points and over. Last year a hundred and twenty stags were killed in Glenquich; average weight, fourteen stone five and a half pounds. One of this season's heads was the best that has passed through Macleay's hands for several years, and the best last year in that establishment also came from Glenquich. The statement that Lord Burton is giving up the forest is incorrect. His lease finishes next season, concluding an occupation of thirty-one years, but he proposes to go on afterwards as an annual tenant. Glenquich combines first-rate sport with splendid scenery, and a large and most comfortable lodge, which extends from Glen Garry to the sea of Loch Hourm, has always been very carefully managed, and it is easy to work, there being bridle paths cut in all directions.—Times of India.

## THE WEATHER.

The following report is from Mr. F. G. Figg, Acting Director of the Hongkong Observatory:—  
On the 10th at 11.40 a.m. The barometer has risen on the China coast, fallen slightly over the Philippines.  
The depression noted yesterday has probably moved Eastwards and reached N.E. Japan.  
The anticyclone still covers China, and gradients continue rather steep with heavy monsoon in the Formosa Channel and over the N. part of the China Sea.  
Forecast:—strong N.E. winds; cloudy, dull.

## SHIPS PASSED THE CANAL.

Outward—16th December—Ceylon, Braemar, 11,000 tons, 19th December—Pyrrhus, 10,000 tons, 22nd December—Sikhote, 10,000 tons, 30th December—Paklin, 10,000 tons, 31st December—Paklin, 10,000 tons, 1st January—Paklin, 10,000 tons, 2nd January—Paklin, 10,000 tons, 3rd January—Paklin, 10,000 tons, 4th January—Paklin, 10,000 tons, 5th January—Paklin, 10,000 tons, 6th January—Paklin, 10,000 tons, 7th January—Paklin, 10,000 tons, 8th January—Paklin, 10,000 tons, 9th January—Paklin, 10,000 tons, 10th January—Paklin, 10,000 tons, 11th January—Paklin, 10,000 tons, 12th January—Paklin, 10,000 tons, 13th January—Paklin, 10,000 tons, 14th January—Paklin, 10,000 tons, 15th January—Paklin, 10,000 tons, 16th January—Paklin, 10,000 tons, 17th January—Paklin, 10,000 tons, 18th January—Paklin, 10,000 tons, 19th January—Paklin, 10,000 tons, 20th January—Paklin, 10,000 tons, 21st January—Paklin, 10,000 tons, 22nd January—Paklin, 10,000 tons, 23rd January—Paklin, 10,000 tons, 24th January—Paklin, 10,000 tons, 25th January—Paklin, 10,000 tons, 26th January—Paklin, 10,000 tons, 27th January—Paklin, 10,000 tons, 28th January—Paklin, 10,000 tons, 29th January—Paklin, 10,000 tons, 30th January—Paklin, 10,000 tons, 31st January—Paklin, 10,000 tons, 1st February—Paklin, 10,000 tons, 2nd February—Paklin, 10,000 tons, 3rd February—Paklin, 10,000 tons, 4th February—Paklin, 10,000 tons, 5th February—Paklin, 10,000 tons, 6th February—Paklin, 10,000 tons, 7th February—Paklin, 10,000 tons, 8th February—Paklin, 10,000 tons, 9th February—Paklin, 10,000 tons, 10th February—Paklin, 10,000 tons, 11th February—Paklin, 10,000 tons, 12th February—Paklin, 10,000 tons, 13th February—Paklin, 10,000 tons, 14th February—Paklin, 10,000 tons, 15th February—Paklin, 10,000 tons, 16th February—Paklin, 10,000 tons, 17th February—Paklin, 10,000 tons, 18th February—Paklin, 10,000 tons, 19th February—Paklin, 10,000 tons, 20th February—Paklin, 10,000 tons, 21st February—Paklin, 10,000 tons, 22nd February—Paklin, 10,000 tons, 23rd February—Paklin, 10,000 tons, 24th February—Paklin, 10,000 tons, 25th February—Paklin, 10,000 tons, 26th February—Paklin, 10,000 tons, 27th February—Paklin, 10,000 tons, 28th February—Paklin, 10,000 tons, 29th February—Paklin, 10,000 tons, 30th February—Paklin, 10,000 tons, 31st February—Paklin, 10,000 tons, 1st March—Paklin, 10,000 tons, 2nd March—Paklin, 10,000 tons, 3rd March—Paklin, 10,000 tons, 4th March—Paklin, 10,000 tons, 5th March—Paklin, 10,000 tons, 6th March—Paklin, 10,000 tons, 7th March—Paklin, 10,000 tons, 8th March—Paklin, 10,000 tons, 9th March—Paklin, 10,000 tons, 10th March—Paklin, 10,000 tons, 11th March—Paklin, 10,000 tons, 12th March—Paklin, 10,000 tons, 13th March—Paklin, 10,000 tons, 14th March—Paklin, 10,000 tons, 15th March—Paklin, 10,000 tons, 16th March—Paklin, 10,000 tons, 17th March—Paklin, 10,000 tons, 18th March—Paklin, 10,000 tons, 19th March—Paklin, 10,000 tons, 20th March—Paklin, 10,000 tons, 21st March—Paklin, 10,000 tons, 22nd March—Paklin, 10,000 tons, 23rd March—Paklin, 10,000 tons, 24th March—Paklin, 10,000 tons, 25th March—Paklin, 10,000 tons, 26th March—Paklin, 10,000 tons, 27th March—Paklin, 10,000 tons, 28th March—Paklin, 10,000 tons, 29th March—Paklin, 10,000 tons, 30th March—Paklin, 10,000 tons, 31st March—Paklin, 10,000 tons, 1st April—Paklin, 10,000 tons, 2nd April—Paklin, 10,000 tons, 3rd April—Paklin, 10,000 tons, 4th April—Paklin, 10,000 tons, 5th April—Paklin, 10,000 tons, 6th April—Paklin, 10,000 tons, 7th April—Paklin, 10,000 tons, 8th April—Paklin, 10,000 tons, 9th April—Paklin, 10,000 tons, 10th April—Paklin, 10,000 tons, 11th April—Paklin, 10,000 tons, 12th April—Paklin, 10,000 tons, 13th April—Paklin, 10,000 tons, 14th April—Paklin, 10,000 tons, 15th April—Paklin, 10,000 tons, 16th April—Paklin, 10,000 tons, 17th April—Paklin, 10,000 tons, 18th April—Paklin, 10,000 tons, 19th April—Paklin, 10,000 tons, 20th April—Paklin, 10,000 tons, 21st April—Paklin, 10,000 tons, 22nd April—Paklin, 10,000 tons, 23rd April—Paklin, 10,000 tons, 24th April—Paklin, 10,000 tons, 25th April—Paklin, 10,000 tons, 26th April—Paklin, 10,000 tons, 27th April—Paklin, 10,000 tons, 28th April—Paklin, 10,000 tons, 29th April—Paklin, 10,000 tons, 30th April—Paklin, 10,000 tons, 31st April—Paklin, 10,000 tons, 1st May—Paklin, 10,000 tons, 2nd May—Paklin, 10,000 tons, 3rd May—Paklin, 10,000 tons, 4th May—Paklin, 10,000 tons, 5th May—Paklin, 10,000 tons, 6th May—Paklin, 10,000 tons, 7th May—Paklin, 10,000 tons, 8th May—Paklin, 10,000 tons, 9th May—Paklin, 10,000 tons, 10th May—Paklin, 10,000 tons, 11th May—Paklin, 10,000 tons, 12th May—Paklin, 10,000 tons, 13th May—Paklin, 10,000 tons, 14th May—Paklin, 10,000 tons, 15th May—Paklin, 10,000 tons, 16th May—Paklin, 10,000 tons, 17th May—Paklin, 10,000 tons, 18th May—Paklin, 10,000 tons, 19th May—Paklin, 10,000 tons, 20th May—Paklin, 10,000 tons, 21st May—Paklin, 10,000 tons, 22nd May—Paklin, 10,000 tons, 23rd May—Paklin, 10,000 tons, 24th May—Paklin, 10,000 tons, 25th May—Paklin, 10,000 tons, 26th May—Paklin, 10,000 tons, 27th May—Paklin, 10,000 tons, 28th May—Paklin, 10,000 tons, 29th May—Paklin, 10,000 tons, 30th May—Paklin, 10,000 tons, 31st May—Paklin, 10,000 tons, 1st June—Paklin, 10,000 tons, 2nd June—Paklin, 10,000 tons, 3rd June—Paklin, 10,000 tons, 4th June—Paklin, 10,000 tons, 5th June—Paklin, 10,000 tons, 6th June—Paklin, 10,000 tons, 7th June—Paklin, 10,000 tons, 8th June—Paklin, 10,000 tons, 9th June—Paklin, 10,000 tons, 10th June—Paklin, 10,000 tons, 11th June—Paklin, 10,000 tons, 12th June—Paklin, 10,000 tons, 13th June—Paklin, 10,000 tons, 14th June—Paklin, 10,000 tons, 15th June—Paklin, 10,000 tons, 16th June—Paklin, 10,000 tons, 17th June—Paklin, 10,000 tons, 18th June—Paklin, 10,000 tons, 19th June—Paklin, 10,000 tons, 20th June—Paklin, 10,000 tons, 21st June—Paklin, 10,000 tons, 22nd June—Paklin, 10,000 tons, 23rd June—Paklin, 10,000 tons, 24th June—Paklin, 10,000 tons, 25th June—Paklin, 10,000 tons, 26th June—Paklin, 10,000 tons, 27th June—Paklin, 10,000 tons, 28th June—Paklin, 10,000 tons, 29th June—Paklin, 10,000 tons, 30th June—Paklin, 10,000 tons, 31st June—Paklin, 10,000 tons, 1st July—Paklin, 10,000 tons, 2nd July—Paklin, 10,000 tons, 3rd July—Paklin, 10,000 tons, 4th July—Paklin, 10,000 tons, 5th July—Paklin, 10,000 tons, 6th July—Paklin, 10,000 tons, 7th July—Paklin, 10,000 tons, 8th July—Paklin, 10,000 tons, 9th July—Paklin, 10,000 tons, 10th July—Paklin, 10,000 tons, 11th July—Paklin, 10,000 tons, 12th July—Paklin, 10,000 tons, 13th July—Paklin, 10,000 tons, 14th July—Paklin, 10,000 tons, 15th July—Paklin, 10,000 tons, 16th July—Paklin, 10,000 tons, 17th July—Paklin, 10,000 tons, 18th July—Paklin, 10,000 tons, 19th July—Paklin, 10,000 tons, 20th July—Paklin, 10,000 tons, 21st July—Paklin, 10,000 tons, 22nd July—Paklin, 10,000 tons, 23rd July—Paklin, 10,000 tons, 24th July—Paklin, 10,000 tons, 25th July—Paklin, 10,000 tons, 26th July—Paklin, 10,000 tons, 27th July—Paklin, 10,000 tons, 28th July—Paklin, 10,000 tons, 29th July—Paklin, 10,000 tons, 30th July—Paklin, 10,000 tons, 31st July—Paklin, 10,000 tons, 1st August—Paklin, 10,000 tons, 2nd August—Paklin, 10,000 tons, 3rd August—Paklin, 10,000 tons, 4th August—Paklin, 10,000 tons, 5th August—Paklin, 10,000 tons, 6th August—Paklin, 10,000 tons, 7th August—Paklin, 10,000 tons, 8th August—Paklin, 10,000 tons, 9th August—Paklin, 10,000 tons, 10th August—Paklin, 10,000 tons, 11th August—Paklin, 10,000 tons, 12th August—Paklin, 10,000 tons, 13th August—Paklin, 10,000 tons, 14th August—Paklin, 10,000 tons, 15th August—Paklin, 10,000 tons, 16th August—Paklin, 10,000 tons, 17th August—Paklin, 10,000 tons, 18th August—Paklin, 10,000 tons, 19th August—Paklin, 10,000 tons, 20th August—Paklin, 10,000 tons, 21st August—Paklin, 10,000 tons, 22nd August—Paklin, 10,000 tons, 23rd August—Paklin, 10,000 tons, 24th August—Paklin, 10,000 tons, 25th August—Paklin, 10,000 tons, 26th August—Paklin, 10,000 tons, 27th August—Paklin, 10,000 tons, 28th August—Paklin, 10,000 tons, 29th August—Paklin, 10,000 tons, 30th August—Paklin, 10,000 tons, 31st August—Paklin, 10,000 tons, 1st September—Paklin, 10,000 tons, 2nd September—Paklin, 10,000 tons, 3rd September—Paklin, 10,000 tons, 4th September—Paklin, 10,000 tons, 5th September—Paklin, 10,000 tons, 6th September—Paklin, 10,000 tons, 7th September—Paklin, 10,000 tons, 8th September—Paklin, 10,000 tons, 9th September—Paklin, 10,000 tons, 10th September—Paklin, 10,000 tons, 11th September—Paklin, 10,000 tons, 12th September—Paklin, 10,000 tons, 13th September—Paklin, 10,000 tons, 14th September—Paklin, 10,000 tons, 15th September—Paklin, 10,000 tons, 16th September—Paklin, 10,000 tons, 17th September—Paklin, 10,000 tons, 18th September—Paklin, 10,000 tons, 19th September—Paklin, 10,000 tons, 20th September—Paklin, 10,000 tons, 21st September—Paklin, 10,000 tons, 22nd September—Paklin, 10,000 tons, 23rd September—Paklin, 10,000 tons, 24th September—Paklin, 10,000 tons, 25th September—Paklin, 10,000 tons, 26th September—Paklin, 10,000 tons, 27th September—Paklin, 10,000 tons, 28th September—Paklin, 10,000 tons, 29th September—Paklin, 10,000 tons, 30th September—Paklin, 10,000 tons, 31st September—Paklin, 10,000 tons, 1st October—Paklin, 10,000 tons, 2nd October—Paklin, 10,000 tons, 3rd October—Paklin, 10,000 tons, 4th October—Paklin, 10,000 tons, 5th October—Paklin, 10,000 tons, 6th October—Paklin, 10,000 tons, 7th October—Paklin, 10,000 tons, 8th October—Paklin, 10,000 tons, 9th October—Paklin, 10,000 tons, 10th October—Paklin, 10,000 tons, 11th October—Paklin, 10,000 tons, 12th October—Paklin, 10,000 tons, 13th October—Paklin, 10,000 tons, 14th October—Paklin, 10,000 tons, 15th October—Paklin, 10,000 tons, 16th October—Paklin, 10,000 tons, 17th October—Paklin, 10,000 tons, 18th October—Paklin, 10,000 tons, 19th October—Paklin, 10,000 tons, 20th October—Paklin, 10,000 tons, 21st October—Paklin, 10,000 tons, 22nd October—Paklin, 10,000 tons, 23rd October—Paklin, 10,000 tons, 24th October—Paklin, 10,000 tons, 25th October—Paklin, 10,000 tons, 26th October—Paklin, 10,000 tons, 27th October—Paklin, 10,000 tons, 28th October—Paklin, 10,000 tons, 29th October—Paklin, 10,000 tons, 30th October—Paklin, 10,000 tons, 31st October—Paklin, 10,000 tons, 1st November—Paklin, 10,000 tons, 2nd November—Paklin, 10,000 tons, 3rd November—Paklin, 10,000 tons, 4th November—Paklin, 10,000 tons, 5th November—Paklin, 10,000 tons, 6th November—Paklin, 10,000 tons, 7th November—Paklin, 10,000 tons, 8th November—Paklin, 10,000 tons, 9th November—Paklin, 10,000 tons, 10th November—Paklin, 10,000 tons, 11th November—Paklin, 10,000 tons, 12th November—Paklin, 10,000 tons, 13th November—Paklin, 10,000 tons, 14th November—Paklin, 10,000 tons, 15th November—Paklin, 10,000 tons, 16th November—Paklin, 10,000 tons, 17th November—Paklin, 10,000 tons, 18th November—Paklin, 10,000 tons, 19th November—Paklin, 10,000 tons, 20th November—Paklin, 10,000 tons, 21st November—Paklin, 10,000 tons, 22nd November—Paklin, 10,000 tons, 23rd November—Paklin, 10,000 tons, 24th November—Paklin, 10,000 tons, 25th November—Paklin, 10,000 tons, 26th November—Paklin, 10,000 tons, 27th November—Paklin, 10,000 tons, 28th November—Paklin, 10,000 tons, 29th November—Paklin, 10,000 tons, 30th November—Paklin, 10,000 tons, 31st November—Paklin, 10,000 tons, 1st December—Paklin, 10,000 tons, 2nd December—Paklin, 10,000 tons, 3rd December—Paklin, 10,000 tons, 4th December—Paklin, 10,000 tons, 5th December—Paklin, 10,000 tons, 6th December—Paklin, 10,000 tons, 7th December—Paklin, 10,000 tons, 8th December—Paklin, 10,000 tons, 9th December—Paklin, 10,000 tons, 10th December—Paklin, 10,000 tons, 11th December—Paklin, 10,000 tons, 12th December—Paklin, 10,000 tons, 13th December—Paklin, 10,000 tons, 14th December—Paklin, 10,000 tons, 15th December—Paklin, 10,000 tons, 16th December—Paklin, 10,000 tons, 17th December—Paklin, 10,000 tons, 18th December—Paklin, 10,000 tons, 19th December—Paklin, 10,000 tons, 20th December—Paklin, 10,000 tons, 21st December—Paklin, 10,000 tons, 22nd December—Paklin, 10,000 tons, 23rd December—Paklin, 10,000 tons, 24th December—Paklin, 10,000 tons, 25th December—Paklin, 10,000 tons, 26th December—Paklin, 10,000 tons, 27th December—Paklin, 10,000 tons, 28th December—Paklin, 10,000 tons, 29th December—Paklin, 10,000 tons, 30th December—Paklin, 10,000 tons, 31st December—Paklin, 10,000 tons, 1st January—Paklin, 10,000 tons, 2nd January—Paklin, 10,000 tons, 3rd January—Paklin, 10,000 tons, 4th January—Paklin, 10,000 tons, 5th January—Paklin, 10,000 tons, 6th January—Paklin, 10,000 tons, 7th January—Paklin, 10,000 tons, 8th January—Paklin, 10,000 tons, 9th January—Paklin, 10,000 tons, 10th January—Paklin, 10,000 tons, 11th January—Paklin, 10,000 tons, 12th January—Paklin, 10,000 tons, 13th January—Paklin, 10,000 tons, 14th January—Paklin, 10,000 tons, 15th January—Paklin, 10,000 tons, 16th January—Paklin, 10,000 tons, 17th January—Paklin, 10,000 tons, 18th January—Paklin, 10,000 tons, 19th January—Paklin, 10,000 tons, 20th January—Paklin, 10,000 tons, 21st January—Paklin, 10,000 tons, 22nd January—Paklin, 10,000 tons, 23rd January—Paklin, 10,000 tons, 24th January—Paklin, 10,000 tons, 25th January—Paklin, 10,000 tons, 26th January—Paklin, 10,000 tons, 27th January—Paklin, 10,000 tons, 28th January—Paklin, 10,000 tons, 29th January—Paklin, 10,000 tons, 30th January—Paklin, 10,000 tons, 31st January—Paklin, 10,000 tons, 1st February—Paklin, 10,000 tons, 2nd February—Paklin, 10,000 tons, 3rd February—Paklin, 10,000 tons, 4th February—Paklin, 10,000 tons, 5th February—Paklin, 10,000 tons, 6th February—Paklin, 10,000 tons, 7th February—Paklin, 10,000 tons, 8th February—Paklin, 10,000 tons, 9th February—Paklin, 10,000 tons, 10th February—Paklin, 10,000 tons, 11th February—Paklin, 10,000 tons, 12th February—Paklin, 10,000 tons, 13th February—Paklin, 10,000 tons, 14th February—Paklin, 10,000 tons, 15th February—Paklin, 10,000 tons, 16th February—Paklin, 10,000 tons, 17th February—Paklin, 10,000 tons, 18th February—Paklin, 10,000 tons, 19th February—Paklin, 10,000 tons, 20th February—Paklin, 10,000 tons, 21st February—Paklin, 10,000 tons, 22nd February—Paklin, 10,000 tons, 23rd February—Paklin, 10,000 tons, 24th February—Paklin, 10,000 tons, 25th February—Paklin, 10,000 tons, 26th February—Paklin, 10,000 tons, 27th February—Paklin, 10,000 tons, 28th February—Paklin, 10,000 tons, 29th February—Paklin, 10,000 tons, 30th February—Paklin, 10,000 tons, 31st February—Paklin, 10,000 tons, 1st March—Paklin, 10,000 tons, 2nd March—Paklin, 10,000 tons, 3rd March—Paklin, 10,000 tons, 4th March—Paklin, 10,000 tons, 5th March—Paklin, 10,000 tons, 6th March—Paklin, 10,000 tons, 7th March—Paklin, 10,000 tons, 8th March—Paklin, 10,000 tons, 9th March—Paklin, 10,000 tons, 10th March—Paklin, 10,000 tons, 11th March—Paklin, 10,000 tons, 12th March—Paklin, 10,000 tons, 13th March—Paklin, 10,000 tons, 14th March—Paklin, 10,000 tons, 15th March—Paklin, 10,000 tons, 16th March—Paklin, 10,000 tons, 17th March—Paklin, 10,000 tons, 18th March—Paklin, 10,000 tons, 19th March—Paklin, 10,000 tons, 20th March—Paklin, 10,000 tons, 21st March—Paklin, 10,000 tons, 22nd March—Paklin, 10,000 tons, 23rd March—Paklin, 10,000 tons, 24th March—Paklin, 10,000 tons, 25th March—Paklin, 10,000 tons, 26th March—Paklin, 10,000 tons, 27th March—Paklin, 10,000 tons, 28th March—Paklin, 10,000 tons, 29th March—Paklin, 10,000 tons, 30th March—Paklin, 10,000 tons, 31st March—Paklin, 10,000 tons, 1st April—Paklin, 10,000 tons, 2nd April—Paklin, 10,000 tons, 3rd April—Paklin, 10,000 tons, 4th April—Paklin, 10,000 tons, 5th April—Paklin, 10,000 tons, 6th April—Paklin, 10,000 tons, 7th April—Paklin, 10,000 tons, 8th April—Paklin, 10,000 tons, 9th April—Paklin, 10,000 tons, 10th April—Paklin, 10,000 tons, 11th April—Paklin, 10,000 tons, 12th April—Paklin, 10,000 tons, 13th April—Paklin, 10,000 tons, 14th April—Paklin, 10,000 tons, 15th April—Paklin, 10,000 tons, 16th April—Paklin, 10,000 tons, 17th April—Paklin, 10,000 tons, 18th April—Paklin, 10,000 tons, 19th April—Paklin, 10,000 tons, 20th April—Paklin, 10,000 tons, 21st April—Paklin, 10,000 tons, 22nd April—Paklin, 10,000 tons, 23rd April—Paklin, 10,000 tons, 24th April—Paklin, 10,000 tons, 25th April—Paklin, 10,000 tons, 26th April—Paklin, 10,000 tons, 27th April—Paklin, 10,000 tons, 28th April—Paklin, 10,000 tons, 29th April—Paklin, 10,000 tons, 30th April—Paklin, 10,000 tons, 31st April—Paklin, 10,000 tons, 1st May—Paklin, 10,000 tons, 2nd May—Paklin, 10,000 tons, 3rd May—Paklin, 10,000 tons, 4th May—Paklin, 10,000 tons, 5th May—Paklin, 10,000 tons, 6th May—Paklin, 10,000 tons, 7th May—Paklin, 10,000 tons, 8th May—Paklin, 10,000 tons, 9th May—Paklin, 10,000 tons, 10th May—Paklin, 10,000 tons, 11th May—Paklin, 10,000 tons, 12th May—Paklin, 10,000 tons, 13th May—Paklin, 10,000 tons, 14th May—Paklin, 10,000 tons, 15th May—Paklin, 10,000 tons, 16th May—Paklin, 10,000 tons, 17th May—Paklin, 10,000 tons, 18th May—Paklin, 10,000 tons, 19th May—Paklin, 10,000 tons, 20th May—Paklin, 10,000 tons, 21st May—Paklin, 10,000 tons, 22nd May—Paklin, 10,000 tons, 23rd May—Paklin, 10,000 tons, 24th May—Paklin, 10,000 tons, 25th May—Paklin, 10,000 tons, 26th May—Paklin, 10,000 tons, 27th May—Paklin, 10,000 tons, 28th May—Paklin, 10,000 tons, 29th May—Paklin, 10,000 tons, 30th May—Paklin, 10,000 tons, 31st May—Paklin, 10,000 tons, 1st June—Paklin, 10,000 tons, 2nd June—Paklin, 10,000 tons, 3rd June—Paklin, 10,000 tons, 4th June—Paklin, 10,000 tons, 5th June—Paklin, 10,000 tons, 6th June—Paklin, 10,000 tons, 7th June—Paklin, 10,000 tons, 8th June—Paklin, 10,000 tons, 9th June—Paklin, 10,000 tons, 10th June—Paklin, 10,000 tons, 11th June—Paklin, 10,000 tons, 12th June—Paklin, 10,000 tons, 13th June—Paklin, 10,000 tons, 14th June—Paklin, 10,000 tons, 15th June—Paklin, 10,000 tons, 16th June—Paklin, 10,000 tons, 17th June—Paklin, 10,000 tons, 18th June—Paklin, 10,000 tons, 19th June—Paklin, 10,000 tons, 20th June—Paklin, 10,000 tons, 21st June—Paklin, 10,000 tons, 22nd June—Paklin, 10,000 tons, 23rd June—Paklin, 10,000 tons, 24th June—Paklin, 10,000 tons, 25th June—Paklin, 10,000 tons, 26th June—Paklin, 10,000 tons, 27th June—Paklin, 10,000 tons, 28th June—Paklin, 10,000 tons, 29th June—Paklin, 10,000 tons, 30th June—Paklin, 10,000 tons, 31st June—Paklin, 10,000 tons, 1st July—Paklin, 10,000 tons, 2nd July—Paklin, 10,000 tons, 3rd July—Paklin, 10,000 tons, 4th July—Paklin, 10,000 tons, 5th July—Paklin, 10,000 tons, 6th July—Paklin, 10,000 tons, 7th July—Paklin, 10,000 tons, 8th July—Paklin, 10,000 tons, 9th July—Paklin, 10,000 tons, 10th July—Paklin, 10,000 tons, 11th July—Paklin, 10,000 tons, 12th July—Paklin, 10,000 tons, 13th July—Paklin, 10,000 tons, 14th July—Paklin, 10,000 tons, 15th July—Paklin, 10,000 tons, 16th July—Paklin, 10,000 tons, 17th July—Paklin, 10,000 tons, 18th July—Paklin, 10,000 tons, 19th July—Paklin, 10



# Intimations.

## A. S. WATSON AND CO., LTD.

ESTABLISHED A.D. 1841

# AERATED - - WATERS.

THE WATER used is THE PUREST that can be obtained, and is skillfully Filtered on the most scientific principles.

THE MACHINERY employed is of the latest design and most approved type.

THE BEST INGREDIENTS only are used;

**GUARANTEEING ABSOLUTE PURITY.**

# ENGLISH EXPERTS

Manage our Factories, and their practical knowledge and constant supervision enable us to produce waters of unrivalled excellence and purity.

**A. S. WATSON & Co., LIMITED.**

The Hongkong Dispensary

Chemists and Druggists by Appointment to H.M. the Governor and Household.

TELEPHONE NO. 100

CABLE ADDRESS: "WATSON, HONGKONG"

A. S. WATSON &amp; Co., LTD.

ESTABLISHED 1841

# A CHEE & CO.,

祥利廣

17A, QUEEN'S ROAD.

# FURNITURE DEALERS.

RAWING-ROOM, DINING-ROOM, and BED-ROOM FURNITURE.

ELECTRO-PLATED, GLASS, and CHINA WARES.

PASTEUR'S MICROBE-PROOF FILTERS, ROCHESTER LAMPS, WHITE TURKISH TOWELS, COUNTERPANES.

COOKING RANGES, KITCHEN UTENSILS, and HOUSEHOLD REQUISITES.

# PHOTOGRAPHIC DEPARTMENT.

DEVELOPING and PRINTING UNDERTAKEN FOR AMATEURS. GOOD WORK. PROMPT RETURN.

Hongkong, 8th July, 1902. [725]

# BAY VIEW HOTEL.

BEST BRANDS OF WINES AND LIQUORS A SPECIALTY.

DINNERS and TIFFINS SERVED ON SHORT NOTICE.

OYSTERS, STEAKS, CHOPS, &c., AT ALL HOURS.

Messrs. J. H. DOWNS and J. CHRISTIE, Proprietors.

Hongkong, 8th December, 1902. [1339]

NOTICE.  
All communications intended for publication in the HONGKONG TELEGRAPH should be addressed to the Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not be responsible for any registered MS., nor for any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—240 per annum.

Weekly—81 per annum.

The rates per quarter and per annum are proportional.

The only mode of delivery free of charge is by post to an address in Hongkong. Contributions sent by post are not returned unless accompanied by a stamped envelope.

The postage on the weekly paper is not included in the price of the paper.

Single Copies—10 cents each. Weekly, twenty-five cents.

# The Hongkong Telegraph

HONGKONG, SATURDAY, JANUARY 10, 1903.

# LOCAL AND GENERAL.

Post-hall is not a view of picturesque Hongkong. Le Munyon has them any style you want.

The Burma rice crop this season promises to be almost a record one.

The next General Session of the Supreme Court will be held on Monday, the 19th inst.

Capt. James M. G. Forbes has resigned his commission in the Hongkong Volunteer Corps.

SHANGHAI was visited by two slight earthquake shocks at 6 o'clock on Tuesday morning, one following almost immediately on the other.

You will find that Le Munyon is the only up-to-date Photo Supply Dealer in the Orient. Everything in stock strictly new. Phone 390.

Advt.

We understand that Mr. Hamilton, R.E., whilst out taking this morning at the Happy Valley fell from his horse, and sustained injuries, which, we are glad to learn, are not of a serious nature.

As we are going to print the new Canton edition of the "Kowloon Directory," the "Kowloon Directory" is expected to be out of the press and to be down the hill.

The results of our own labors are more appreciated than a voucher, and there is the fact more clearly demonstrated than with pictures. Get your camera and supplies at Le Munyon's.

Advt.

Mr. Sir William Gascoigne, the General Officer Commanding H. M. Forces in China, will make his annual inspection of the Army Ordnance Department on Wednesday, 12th instant, at 11 a.m. in the Arsenal Yard.

The manager of the Connaught House Hotel has forwarded us an artistic album for the current year. Four photographs of the interior and one of the exterior of the building have been pointed out from a fine grain process block a neatly reproduced above the tablet calendar. The general design and arrangement of the photographs is something unique in the calendar line of Hongkong firms, and will doubtless attract applicants for copies.

All orders for developing and printing will receive prompt attention at Le Munyon's.

Advt.

YESTERDAY afternoon the Fire Brigade was summoned to an outbreak of fire at Kowloon City. Engines from Yau Ma Tei arrived first, quickly followed by the Police pinnaces from Hongkong in charge of Captain Lyons and Inspector Robertson. It was found that four dwelling houses at Sharon Road, opposite the Police Station, were ablaze, and it took two hours hard working to extinguish the flames. The cause of the outbreak is unknown.

Are you an artist? Le Munyon can furnish you supplies at reasonable prices. All goods sold strictly reliable. Phone 390. Advt.

For two years Brother Peter has laboured at St. Joseph's College and made a large circle of friends, all of whom will learn with regret that he is leaving the Colony for Peking on Monday. He will be engaged in the large college there, but may return to Hongkong at some future date. The news of Brother Peter's impending departure from this Colony was received so unexpectedly that he has had no time in which to bid farewell to his many friends, and he takes the opportunity of so doing through the medium of our paper.

Writing from Canton on the 5th inst. our Correspondent drew attention to a row which has occurred between two men of the Customs staff, one an American and the other a Britisher. We are informed that while the Britisher was endeavouring to get the American to his lodgings, he was assaulted by his friend, who, it is alleged, struck him in the face with the butt end of a revolver and afterwards kicked him in the groin. He fell to the ground with pain, and his friend "stunk off amid the jeers of an interested crowd of lower class Chinese.

Get out with your Kodak and make some pictures. Or if you haven't a Kodak you can get one at Le Munyon's. Advt.

ASK for ASAHI JAPANESE BEER.—G. Girault.

ASK for ASAHI JAPANESE BEER.—G. Girault.

ASK for ASAHI JAPANESE BEER.—G. Girault.

ASK for ASAHI JAPANESE BEER.—G. Girault.

ASK for ASAHI JAPANESE BEER.—G. Girault.

ASK for ASAHI JAPANESE BEER.—G. Girault.

ASK for ASAHI JAPANESE BEER.—G. Girault.

ASK for ASAHI JAPANESE BEER.—G. Girault.

ASK for ASAHI JAPANESE BEER.—G. Girault.

ASK for ASAHI JAPANESE BEER.—G. Girault.

ASK for ASAHI JAPANESE BEER.—G. Girault.

ASK for ASAHI JAPANESE BEER.—G. Girault.

ASK for ASAHI JAPANESE BEER.—G. Girault.

ASK for ASAHI JAPANESE BEER.—G. Girault.

ASK for ASAHI JAPANESE BEER.—G. Girault.

ASK for ASAHI JAPANESE BEER.—G. Girault.

ASK for ASAHI JAPANESE BEER.—G. Girault.

ASK for ASAHI JAPANESE BEER.—G. Girault.

ASK for ASAHI JAPANESE BEER.—G. Girault.

ASK for ASAHI JAPANESE BEER.—G. Girault.

ASK for ASAHI JAPANESE BEER.—G. Girault.

ASK for ASAHI JAPANESE BEER.—G. Girault.

ASK for ASAHI JAPANESE BEER.—G. Girault.

ASK for ASAHI JAPANESE BEER.—G. Girault.

ASK for ASAHI JAPANESE BEER.—G. Girault.

ASK for ASAHI JAPANESE BEER.—G. Girault.

ASK for ASAHI JAPANESE BEER.—G. Girault.

ASK for ASAHI JAPANESE BEER.—G. Girault.

ASK for ASAHI JAPANESE BEER.—G. Girault.

ASK for ASAHI JAPANESE BEER.—G. Girault.

ASK for ASAHI JAPANESE BEER.—G. Girault.

ASK for ASAHI JAPANESE BEER.—G. Girault.

ASK for ASAHI JAPANESE BEER.—G. Girault.

ASK for ASAHI JAPANESE BEER.—G. Girault.

ASK for ASAHI JAPANESE BEER.—G. Girault.

ASK for ASAHI JAPANESE BEER.—G. Girault.

ASK for ASAHI JAPANESE BEER.—G. Girault.

ASK for ASAHI JAPANESE BEER.—G. Girault.

ASK for ASAHI JAPANESE BEER.—G. Girault.

ASK for ASAHI JAPANESE BEER.—G. Girault.

ASK for ASAHI JAPANESE BEER.—G. Girault.

ASK for ASAHI JAPANESE BEER.—G. Girault.

ASK for ASAHI JAPANESE BEER.—G. Girault.

ASK for ASAHI JAPANESE BEER.—G. Girault.

ASK for ASAHI JAPANESE BEER.—G. Girault.

ASK for ASAHI JAPANESE BEER.—G. Girault.

ASK for ASAHI JAPANESE BEER.—G. Girault.

ASK for ASAHI JAPANESE BEER.—G. Girault.

ASK for ASAHI JAPANESE BEER.—G. Girault.

ASK for ASAHI JAPANESE BEER.—G. Girault.

ASK for ASAHI JAPANESE BEER.—G. Girault.

ASK for ASAHI JAPANESE BEER.—G. Girault.

ASK for ASAHI JAPANESE BEER.—G. Girault.

ASK for ASAHI JAPANESE BEER.—G. Girault.

ASK for ASAHI JAPANESE BEER.—G. Girault.

ASK for ASAHI JAPANESE BEER.—G. Girault.

ASK for ASAHI JAPANESE BEER.—G. Girault.

ASK for ASAHI JAPANESE BEER.—G. Girault.

ASK for ASAHI JAPANESE BEER.—G. Girault.

ASK for ASAHI JAPANESE BEER.—G. Girault.

# THE CHAMBER OF COMMERCE.

# CABLE COMMUNICATION.

The following correspondence was received from the Hongkong Chamber of Commerce late yesterday afternoon, and could not be included in our issue the same day:—

Hongkong House, Eastcheap, London, E.C., 28th May, 1902.

Imperial Cable Communication.

Dear Sir,—At the Fourth Congress of Chambers of Commerce of the Empire, held in London in June, 1900, the following resolution on Imperial Telegraphic Communications was carried unanimously:—

"That this Congress desires to call special attention to the necessity of completing the All-British Pacific Cable, not only on commercial grounds, but in the interests of the Imperial security."

"That this Congress recommends that support should be given to the action which the Imperial Telegraph Committee of the House of Commons is taking with the view of placing the important matter of electric communication between the United Kingdom, India, and the British Colonies and Dependencies on a footing commensurate with the present conditions of Inter-Imperial and Colonial relations."

"That copies of this resolution be addressed to the Prime Minister, the First Lord of the Treasury, the Chancellor of the Exchequer, the Secretary of State for India, the Secretary of State for the Colonies, the Postmaster-General and the Governors of the self-governing Colonies, urging that every reasonable opportunity may be given in Parliament for discussion of the position of the Telegraph Companies in relation to the Government, with a view to an immediate and satisfactory solution being found for the very serious grievances under which the commercial and industrial communities of the Empire have been labouring for a long time past."

"That in view of the great object to be attained, this Congress is strongly of the opinion that it would be a wise policy to make full provision for ultimate State ownership in any arrangements hereafter made to lay cables, by private companies, between British possessions in any part of the globe."

"That this Congress recommends that the principle of State ownership be especially provided for in the cable proposed to be laid by a private company between South Africa and Australia."

"That this Congress urges upon Her Majesty's Government the importance of instituting a searching investigation by the Departmental Committee, provided by the Government, into both the shortcomings and the merits of a private system of cables, and consequently into the desirability or otherwise of adopting such a course or policy in the future as would lead to the ultimate expropriation of private cables and the establishment of State-owned cables throughout the Empire, and to report thereon at the earliest opportunity such a report to be accessible to the public."

With reference to the first paragraph of the above resolution, you are doubtless fully cognizant of the good progress that is being made with the Pacific Cable, which has reached Fiji, and is expected to be completed by about the end of the present year.

As has already been reported to you, the resolution was forwarded to the Ministers and Colonial Government mentioned in the third paragraph of the resolution, and duly acknowledged. The Secretary of State for India promised that the suggestions should receive consideration, in so far as India was concerned, on receipt of the recommendations of the Inter-Departmental Committee on Cable Communications which had been appointed by the Government and was then sitting; while the Lords Commissioners of His Majesty's Treasury stated that this Chamber's letter had been referred to that Committee.

I now write to call your attention to the fact that the Inter-Departmental Committee has issued its report, which is signed by Lord Balfour of Burleigh (Chairman); Lord Londonderry (Postmaster-General); Mr. Hanbury (President of the Board of Agriculture); Lord Hardwicke (Under Secretary of State for India); Lord Onslow (Under Secretary of State for the Colonies); Sir John C. Ardagh (Director of Military Intelligence); and Rear-Admiral Custance (Director of Naval Intelligence). The principal recommendations and conclusions of the Committee are summarized as follows:—

I. In view of the probability of cable cutting, a variety of alternative routes should be provided where it is essential to secure telegraphic communication in time of war.

II. Appreciable but not paramount value should be attached to the provision of "All-British" routes. Every important colony or naval base should be connected with this country by one cable touching only on British territory or on the territory of some friendly neutral. After this there should be as many alternative cables as possible following commercial routes.

III. We recommend the construction of:—(a) A cable connecting either Rodriguez and Ceylon, Cocos-Keeling and Ceylon or Cocos-Keeling and Singapore. (b) A land-line connecting the Straits Settlements and Burma. (c) An "All-British" cable to St. Lucia, to be commenced as soon as the state of cable enterprise in the West Indies permits.

IV. While land-lines are cheaper to construct and maintain than submarine cables, it is in certain cases essential on strategic grounds that the former should not be permitted to drive the latter out of the field of competition.

V. We are aware of no power of controlling cable companies possessed by the States besides the following:—(a) The power to make stipulations when granting a subsidy or guarantee. (b) The power to employ public funds in competing or encouraging competition with private enterprise. (c) The power to grant or withhold general facilities. (d) The power to grant or withhold Government messages and untroubled telegrams. (e) The power to grant or withhold landing rights.

VI. The possible advantage of giving guarantees of minimum revenue in place of subsidies should be considered.

VII. No direct pecuniary return should be demanded for landing rights. The concessions should, however, be regarded as a check on any marked unreasonableness.

VIII. The normal policy of this country and its dependencies should be to encourage "free trade in cables." Exceptions should only be made to this rule on the ground of national, not of private, interests.

IX. We recommend that the Cables (Landing Rights) Committee should be strengthened, and that its functions should be enlarged so as to include the consideration of all questions relating to cables, that it should be entitled "The Cables Committee," and that it should report direct to the Treasury, the Board of Trade being relieved of its present responsibilities with regard to cables.

X. We are strongly opposed to the general purchase of cables by the State.

XI. We are not prepared to say that any of the existing rates are excessive, with the exception of those to the Gold Coast and Nigeria. We recommend that an attempt should be made to reduce these in connection with the renewal of the Eastern Telegraph Company's landing rights at Port Harcourt in 1903.

XII. We would welcome the introduction of "deferred" rates in any case where (a) the time required for postal communication is considerable, and (b) the cables are not fully occupied by ordinary messages, but (c) are sufficiently occupied to admit of a real distinction between ordinary and deferred messages.

It will thus be seen that the Committee has pronounced emphatically against the general purchase of cables by the States; indeed it is urged that "the normal policy of this country and its dependencies should be to encourage 'free trade in cables,' except in to this rule only to be made on the ground of national, not of private, interests. In view of this pronouncement, it appears that, in the future as in the past, private enterprise will be left to further develop the cable systems of the Empire on commercial lines, but aided by the State under certain circumstances (such as for strategic reasons), preferably by means of guarantees of minimum revenue in place of subsidies, with sufficient State control necessary in the public interest and to correct any marked unreasonableness on the part of the companies. With regard to the question of an All-British cable the Committee point out the value of such a cable in time of war, on the assumption that cables will not be cut by belligerents, but it is thought that our strategic arrangements must be made on the assumption that a considerable proportion of cables will be cut. The Committee "thus arrive at two principles leading to diametrically opposite conclusions. The more probable it is that cables will not be cut, the greater the value of an All-British cable. The more probable it is that they can be cut, the greater value of a cable touching on foreign territory." In view of these conflicting considerations the Committee have not found it easy to formulate a general rule, but the report does on to say that we think, however, that appreciable but not paramount value must be attached to All-British routes; and we regard it as desirable that every important Colony or Naval base should possess one cable to this country which touches only on British territory or on the territory of some friendly neutral. We think that, after this, there should be as many alternative cables as possible, but that these should be allowed to follow the normal route suggested by commercial considerations."

A long list of cable lines if it have been suggested to the Committee is enumerated in the report, and there is something to be said for the construction of any or all of these lines, but the report says, "we do not think that in the majority of cases the advantage is such as to justify the State either in constructing them itself or in aiding their construction from public funds." Exceptions are made, however, in favour of the three cables mentioned in paragraph (11) of the summarized recommendations of the Committee (quoted above), on purely strategic grounds.

As to rate the Committee "are not prepared to say that any of the existing rates are excessive, with the exception of those to the Gold Coast and Nigeria," and they recommend that an attempt should be made to reduce these in connection with the renewal of the Eastern Telegraph Company's landing rights in Cornwall next year. The report also states that "we would welcome the introduction of 'deferred rates' in certain specific cases."

I should be glad to receive any expression of opinion which your Chamber may think it desirable to make upon these conclusions, and whether you think any such opinion should be expressed in the form of a further resolution to be brought forward at the next Congress.

Yours faithfully,

(Signed.) KENNETH B. MURRAY.

Secretary.

Hongkong, 28th August, 1902.

DEAR SIR,—I am directed to acknowledge the receipt, with thanks, of your communication dated 28th May last, on the subject of Imperial Cable Communications, and to state that the Committee of this Chamber consider, after the expression of opinion by the Inter-Departmental Committee to the effect that, with the exception of those to the Gold Coast and Nigeria, existing rates are not excessive, it is useless to continue the discussion for the present. In view, however, of the fact that the rates between India and Great Britain, and between the Straits Settlements and Great Britain had been reduced after the issue of the Inter-Departmental Committee's Report, the Committee of this Chamber will shortly once more press for a reduction of the Hongkong rates.

ASK for ASAHI JAPANESE BEER.—G. Girault.

ASK for ASAHI JAPANESE BEER.—G. Girault.

ASK for ASAHI JAPANESE BEER.—G. Girault.

ASK for ASAHI JAPANESE BEER.—G. Girault.

ASK for ASAHI JAPANESE BEER.—G. Girault.

ASK for ASAHI JAPANESE BEER.—G. Girault.

ASK for ASAHI JAPANESE BEER.—G. Girault.

grant or withhold Government messages and untroubled telegrams. (e) The power to grant or withhold landing rights.

VI. The possible advantage of giving guarantees of minimum revenue in place of subsidies should be considered.

VII. No direct pecuniary return should be demanded for landing rights. The concessions should, however, be regarded as a check on any marked unreasonableness.

VIII. The normal policy of this country and its dependencies should be to encourage "free trade in cables." Exceptions should only be made to this rule on the ground of national, not of private, interests.

IX. We recommend that the Cables (Landing Rights) Committee should be strengthened, and that its functions should be enlarged so as to include the consideration of all questions relating to cables, that it should be entitled "The Cables Committee," and that it should report direct to the Treasury, the Board of Trade being relieved of its present responsibilities with regard to cables.

X. We are strongly opposed to the general purchase of cables by the State.

XI. We are not prepared to say that any of the existing rates are excessive, with the exception of those to the Gold Coast and Nigeria. We recommend that an attempt should be made to reduce these in connection with the renewal of the Eastern Telegraph Company's landing rights at Port Harcourt in 1903.

XII. We would welcome the introduction of "deferred" rates in any case where (a) the time required for postal communication is considerable, and (b) the cables are not fully occupied by ordinary messages, but (c) are sufficiently occupied to admit of a real distinction between ordinary and deferred messages.

It will thus be seen that the Committee has pronounced emphatically against the general purchase of cables by the States; indeed it is urged that "the normal policy of this country and its dependencies should be to encourage 'free trade in cables,' except in to this rule only to be made on the ground of national, not of private, interests. In view of this pronouncement, it appears that, in the future as in the past, private enterprise will be left to further develop the cable systems of the Empire on commercial lines, but aided by the State under certain circumstances (such as for strategic reasons), preferably by means of guarantees of minimum revenue in place of subsidies, with sufficient State control necessary in the public interest and to correct any marked unreasonableness on the part of the companies. With regard to the question of an All-British cable the Committee point out the value of such a cable in time of war, on the assumption that cables will not be cut by belligerents, but it is thought that our strategic arrangements must be made on the assumption that a considerable proportion of cables will be cut. The Committee "thus arrive at two principles leading to diametrically opposite conclusions. The more probable it is that cables will not be cut, the greater the value of an All-British cable. The more probable it is that they can be cut, the greater value of a cable touching on foreign territory." In view of these conflicting considerations the Committee have not found it easy to formulate a general rule, but the report does on to say that we think, however, that appreciable but not paramount value must be attached to All-British routes; and we regard it as desirable that every important Colony or Naval base should possess one cable to this country which touches only on British territory or on the territory of some friendly neutral. We think that, after this, there should be as many alternative cables as possible, but that these should be allowed to follow the normal route suggested by commercial considerations."

A long list of cable lines if it have been suggested to the Committee is enumerated in the report, and there is something to be said for the construction of any or all of these lines, but the report says, "we do not think that in the majority of cases the advantage is such as to justify the State either in constructing them itself or in aiding their construction from public funds." Exceptions are made, however, in favour of the three cables mentioned in paragraph (11) of the summarized recommendations of the Committee (quoted above), on purely strategic grounds.

As to rate the Committee "are not prepared to say that any of the existing rates are excessive, with the exception of those to the Gold Coast and Nigeria," and they recommend that an attempt should be made to reduce these in connection with the renewal of the Eastern Telegraph Company's landing rights in Cornwall next year. The report also states that "we would welcome the introduction of 'deferred rates' in certain specific cases."

I should be glad to receive any expression of opinion which your Chamber may think it desirable to make upon these conclusions, and whether you think any such opinion should be expressed in the form of a further resolution to be brought forward at the next Congress.

Yours faithfully,

(Signed.) KENNETH B. MURRAY.







## Shipping—Steamers.

OCEAN STEAMSHIP COMPANY, LD.  
AND  
CHINA MUTUAL STEAM NAVIGATION  
COMPANY, LD.

## JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON.  
MONTHLY SAILINGS FOR LIVERPOOL.  
MONTHLY SAILINGS FOR CONTINENT.

FROM	STEAMERS	DUE ON
GLASGOW and LIVERPOOL	"PYRRHUS"	14th January.
"	"PAKLING"	23rd "
"	"DIOMED"	28th "
"	"CHINGWO"	3rd February.

## HOMEWARDS.

FOR	STEAMERS	TO SAIL ON
LONDON	"ANTENOR"	20th January.
"	"TELEMACHUS"	3rd February.
"	"PROMETHEUS"	17th February.

## LIVERPOOL BERTH.

FOR	STEAMERS	TO SAIL ON
LIVERPOOL	"TYDEUS"	24th January.
"	"DARDANUS"	20th February.

## CONTINENTAL BERTH.

FOR	STEAMERS	TO SAIL ON
MARSEILLES, ANTWERP and AMSTERDAM	"OOPACK"	13th January.

## TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL ON
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS via NAGASAKI, KOBE and YOKOHAMA	"PAKLING"	24th January.

Butterfield & Swire,  
AGENTS.

## CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"SINGAN"	12th January.
MANILA, ILOILO and CEBU	"KAIFONG"	17th "
MANILA	"TAIYUAN"	20th "
THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRIS- BANE, SYDNEY and MELBOURNE	"TAIYUAN"	20th "
KOBE and YOKOHAMA	"TSINAN"	21st "

\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.  
 \* Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.  
 \* Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

See Special Advertisement.  
For Freight or Passage, apply toBUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 10th January, 1903.

## Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers  
between Hongkong and Manila.—Saloon amidships—Electric  
Light—Perfect Cuisine—Surgeon carried.—All the most up-to-  
date arrangements for comfort of Passengers.CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. W. Almond	MANILA (DIRECT)	16th January, at Noon.
ZAFIRO	2540	R. Rodger	Do.	23rd "
DIAMANTE	1980	A. H. Nolley	Do.	"
PERLA	1980	J. McGinty	Do.	"

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.

Hongkong, 9th January, 1903.

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG VIA MOJI, KOBE  
AND YOKOHAMA,

## FOR

## PORTLAND OREGON

OPERATING IN CONNECTION WITH

## THE OREGON RAILROAD AND NAVIGATION COMPANY,

Steamship	Tons	Captain	To Sail
"INDRAVELLI"	4,899	W. E. Craven	Jan. 24, 1903.
"INDRAPURA"	4,899	A. E. Hollingsworth	"
"INDRASAMHA"	5,197	R. P. Craven	"

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and  
United States Ports. For through rates of Freight and further information, communi-  
cate with or apply to

ALLAN CAMERON, General Agent.

## OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

Destinations	Steamers	Captains	Sailing Dates
FOR TAMSUI	"DAIGI MARU"	T. W. Groves	SUNDAY, 11th Jan., at 8 A.M.
FOR FOCHOOW	"ANPING MARU"	J. Goto	WEDNESDAY, 14th January.
FOR TAMSUI	"DAIJIN MARU"	T. Ogata	SUNDAY, 18th January.
FOR ANPING	"MAIDZURU MARU"	T. Saito	WEDNESDAY, 21st January.

\* Via SWATOW and AMOY.

The Company's new steamers are specially designed for the coast trade of South China  
and Formosa, and are fitted with all modern improvements. Excellent accommodation is  
provided for first class passengers, and a duly qualified doctor is carried.  
All steamers carry the Imperial Japanese Mail, subject to periodical inspection by the  
Government Marine Surveyors, and are registered in the highest class at Lloyd's.  
Steamers will go alongside the Co's Pier at the Custom's water-front premises at  
Tamsui to land all passengers and cargo.

By the Co's steamers for Shanghai, through Bills of Lading issued for Cargo to Yangtze  
River Ports, as well as for North China Ports, in connection with the NIPPON YUSEN KAISHA's  
steamers from Shanghai.

For Freight, Passage and other information, apply at the Co's Local Branch Office, at  
No. 4, Des Voeux Road, Central.

Hongkong, 8th January, 1903.

T. ARIMA, Manager.

## Shipping.

## STEAMERS.

CHINA NAVIGATION COMPANY,  
LIMITED.

## HONGKONG-MANILA.

REDUCED SALOON PAS-  
SAGE MONEY.

SINGLE, \$20. RETURN, \$35.

STEAMERS fitted throughout with Electric  
Light. First Class Accommodation. Un-  
rivalled Table. Duly qualified Surgeon carried.BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 10th January, 1903.IMPERIAL GERMAN MAIL LINE,  
NORDEUTSCHER HAMBURG-AMERIKA  
LOYD.STEAM FOR  
SHANGHAI, NAGASAKI, HIOGO  
AND YOKOHAMA.  
THE Imperial German Mail Steamship"DARMSTADT,"  
of the NORDEUTSCHER LLOYD,  
Captain G. Helms, will leave for the  
outward German Mail about SUNDAY,  
the 11th instant, P.M., will leave for the  
above Places about 24 hours after arrival.NORDEUTSCHER LLOYD.  
For further Particulars, apply to  
MELCHERS & CO.,  
Agents.  
Hongkong, 7th January, 1903.REGULAR STEAMSHIP SERVICE  
TO NEW YORK.  
VIA PORTS AND SUEZ CANAL  
(With Liberty to call at PHILIPPINE PORTS).  
PROPOSED SAILINGS FROM HONGKONG.

1903.

"MOGUL" About 14th Jan.

"HINDUSTAN" 15th Jan.

"SHIMOSA" 28th Feb.

"BRAEMAR" 10th Mar.

For Freight and further information, apply  
toDODWELL & CO., LIMITED,  
Agents.  
Hongkong, 10th January, 1903.NAVIGAZIONE GENERALE ITALIANA,  
(Rome and Rubattino United Companies).STEAM FOR  
BOMBAY VIA SINGAPORE AND  
PENANG.Having connection with Company's Mail  
Steamers to ADEN, SUEZ, PORT SAID,  
MESSINA, NAPLES, LEGHORN and  
GENOA.ALSO  
VENICE and TRIESTE, all MEDITER-  
RANEAN, ADRIATIC, LEVANTINE,  
and SOUTH AMERICAN PORTS up  
to CALLAO.Taking Cargo at through Rates to PERSIAN  
GULF and BAGDAD, also BARCE-  
LONA, VALENZA, ALICANTE, AL-  
MERIA and MALAGA.

THE Steamship

"ISCHIA,"  
Captain Muir, will be despatched as above  
on TUESDAY, the 13th instant, at Noon.  
At BOMBAY, the Steamer is discharging in  
Victoria Dock.For further Particulars regarding Freight  
and Passage, apply toCARLOWITZ & CO.,  
Agents.  
Hongkong, 7th January, 1903.INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.FOR MANILA.  
THE Company's Steamship"LOONGSANG,"  
Captain G. S. Weigall, will be despatched as  
above on WEDNESDAY, the 14th instant,  
at 4 P.M.This Steamer has Superior Accommodation  
for First class Passengers, and is fitted through-  
out with Electric Light.For Freight or Passage apply to  
JARDINE, MATHESON & Co.,  
General Managers.

Hongkong, 8th January, 1903.

COMPAGNIE DES MESSAGERIES  
MARITIMES.  
PAQUEBOTS-POSTES FRANCAIS.FOR SHANGHAI, NAGASAKI, KOBE  
AND YOKOHAMA.

THE Company's Steamship

"SALAZIE,"  
Captain Aubert, will be despatched for the  
above Ports on or about WEDNESDAY, the  
14th instant.For Freight or Passage, apply to  
G. DE CHAMPEAUX,  
Agent.

Hongkong, 8th January, 1903.

AUSTRIAN LLOYD'S STEAM NAVIGA-  
TION COMPANY.STEAM FOR  
FIUME and TRIESTE (DIRECT).  
Calling at SINGAPORE, PENANG, BAN-  
GOON, COLOMBO, ADEN, SUEZ and  
PORT SAID.(Taking Cargo at through rates to the  
BRAZIL, to SOUTH AFRICA, RED SEA,  
BLACK SEA, LEVANT, VENICE and  
ADRIATIC PORTS).

THE Company's Steamship

"SILESIA,"  
Captain Ghezzi, will be despatched as above  
on MONDAY, the 13th instant, P.M.This Steamer has capital accommodation for  
passengers. Electric light and a doctor.For information as to Passage and Freight  
apply toSANDER, WIELER & Co.,  
Agents.  
Hongkong, 8th January, 1903.UNITED STATES AND CHINA-JAPAN  
STEAMSHIP LINE.FOR NEW YORK VIA SUEZ CANAL.  
THE Company's Steamship"INDRADEG,"  
Captain E. A. Torbeck, will be despatched as above  
on or about TUESDAY, the 13th February.For Freight, apply to  
JARDINE, MATHESON & Co.,  
Agents.  
Hongkong, 8th January, 1903.

## Shipping.

## STEAMERS.

AUSTRIAN LLOYD'S STEAM NAVIGA-  
TION COMPANY.STEAM TO SHANGHAI.  
THE Company's Steamship"TIROL,"  
Captain Bretfeld, will leave for the above  
places TO-MORROW, the 11th instant,  
at Noon.This Steamer has capital accommodation for  
passengers. Electric light, and carries a doctor.For Freight or Passage, apply to  
SANDER, WIELER & Co.,  
Agents.  
Hongkong, 5th January, 1903.AUSTRIAN LLOYD'S STEAM NAVIGA-  
TION COMPANY.STEAM TO  
YOKOHAMA AND KOBE.  
THE Company's Steamship"AUSTRIA,"  
Captain Androvich, will leave for the above  
places on SATURDAY, the 17th instant, P.M.This Steamer has capital accommodation for  
passengers. Electric light and carries a doctor.For Freight or Passage, apply to  
SANDER, WIELER & Co.,  
Agents.  
Hongkong, 9th January, 1903.

## Consignees.

NOTICE TO CONSIGNEES.

THE P. &amp; O. S. N. Co's Steamship

FROM BOMBAY, COLOMBO AND  
ST. PAUL.Consignees of Cargo by the above-named  
vessel are hereby informed that their Goods are  
being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon, where each  
consignment will be sorted out Mark by Mark,  
and delivery can be obtained as soon as the  
Goods are landed.This vessel brings on Cargo:—  
From London, &c., S.S. Roma.  
From Australia, &c., S.S. Australia.  
From Persian Gulf, &c., S.S. N. and B. & P.

S. N. Co's Steamers.

Goods not cleared by the 10th instant at  
4 P.M. will be subject to rent.No Fire Insurance will be effected by me in  
any case whatever.Damaged Packages must be left in the  
Godowns for examination by the Consignee's  
and the Company's representative at an ap-  
pointed hour.All claims must be presented within ten days  
of the steamer's arrival hereafter, which date  
they cannot be recognised.No claims will be admitted after the Goods  
have left the Godowns.E. A. HEWET,  
Superintendent.  
Hongkong, 5th January, 1903.

STEAMSHIP "CALEDONIAN."

COMPAGNIE DES MESSAGERIES  
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex  
S.S. Dardogne, and from Bordeaux ex S.S.  
President Leroy Lullier, in connection with  
above Steamer, are hereby informed that their  
Goods, with the exception of Opium, Treasure  
and Valuables are being landed and stored  
at their risks into the Godowns of the  
Hongkong and Kowloon Wharf and Godown  
Co., Limited, at Kowloon, whence delivery  
may be obtained immediately after landing.Optional Cargo will be forwarded on unless  
intimation is received from the Consignee  
before Noon, TO-DAY, the 5th instant, request-  
ing it to be landed here.Bills of Lading will be countersigned by the  
Undersigned. Goods remaining unclaimed  
after MONDAY, the 11th instant, at NOON,  
will be subject to rent and landing charges.All claims must be sent in to me on or before  
the 12th instant, or they will not be recognised.All damaged packages will be examined on  
MONDAY, the 12th instant at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,  
Agent.  
Hongkong, 5th January, 1903.

AMERICAN ASIATIC STEAMSHIP CO.

NOTICE TO CONSIGNEES.

FROM NEW YORK, STRAITS AND  
MANILA.

THE Steamship

"GIBRALTAR,"  
Captain D. Morris, having arrived from the  
above Ports, Consignees of Cargo are hereby  
informed that their goods are being landed at  
their risk into the Godowns of the Hongkong  
and Kowloon Wharf and Godown Company,  
Limited, at Kowloon, and stored at Consignee's  
risk and expense.No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remaining  
undelivered after the 13th instant will be sub-  
ject to rent.All broken, chafed and damaged Goods are  
to be left in the Godowns, where they will be  
examined on the 13th instant, at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by  
SHEWAN, TOMES & Co.,  
Agents.  
Hongkong, 7th January, 1903.

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM ANTWERP, LONDON AND  
STRAITS.

THE Steamship

"GLENVILE,"  
having arrived from the above Ports, Consignees  
of Cargo by her are hereby informed that their  
Goods are being landed and placed at their risk  
into the Godowns of the Hongkong and Kow-  
loon Wharf and Godown Co., Ltd., at Kowloon,  
where each consignment will be sorted out mark  
by mark, and delivery can be obtained as soon  
as the Goods are landed.Goods not cleared by the 14th instant will  
be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the  
Godowns, and a certificate of the damage  
obtained from the Godown Co. within ten days  
of the steamer's arrival, after which no claims  
will be recognised.MCGREGOR BROS. & GOW.  
Agents.  
Hongkong, 8th January, 1903.

## Intimations.

## THE NEW FRENCH REMEDY

TRADE MARK

THERAPION No. 1

This successful and highly popular remedy, used in the  
Continental Hospitals by Ricord, Rostan, Jobert, Velpeau  
and others, combats all the desiderata to be sought in a  
remedy of the kind, and surpasses everything hitherto  
employed.

THERAPION No. 2

This remedy, which is a powerful  
short-time, often a few days only, removes all discharges from  
the urinary organs, effectually suppressing the use of  
which does irreparable harm by laying the foundation of  
stricture and other serious diseases. In dysentery, piles,  
irritation of the lower bowel, rough, bristly, and  
some of the more trying complaints of this kind, it has  
found astonishingly efficacious, affording prompt relief  
where other well-known remedies have been powerless.

THERAPION No. 3

This remedy, which is a powerful  
short-time, often a few days only, removes all discharges from  
the urinary organs, effectually suppressing the use of  
which does irreparable harm by laying the foundation of  
stricture and other serious diseases. In dysentery, piles,  
irritation of the lower bowel, rough, bristly, and  
some of the more trying complaints of this kind, it has  
found astonishingly efficacious, affording prompt relief  
where other well-known remedies have been powerless.

THERAPION

This remedy, which is a powerful  
short-time, often a few days only, removes all discharges from  
the urinary organs, effectually suppressing the use of  
which does irreparable harm by laying the foundation of  
stricture and other serious diseases. In dysentery, piles,  
irritation of the lower bowel, rough, bristly, and  
some of the more trying complaints of this kind, it has  
found astonishingly efficacious, affording prompt relief  
where other well-known remedies have been powerless.

THERAPION

This remedy, which is a powerful  
short-time, often a few days only, removes all discharges from  
the urinary organs, effectually suppressing the use of  
which does irreparable harm by laying the foundation of  
stricture and other serious diseases. In dysentery, piles,  
irritation of the lower bowel, rough, bristly, and  
some of the more trying complaints of this kind, it has  
found astonishingly efficacious, affording prompt relief  
where other well-known remedies have been powerless.

THERAPION

This remedy, which is a powerful  
short-time, often a few days only, removes all discharges from  
the urinary organs, effectually suppressing the use of  
which does irreparable harm by laying the foundation of  
stricture and other serious diseases. In dysentery, piles,  
irritation of the lower bowel, rough, bristly, and  
some of the more trying complaints of this kind, it has  
found astonishingly efficacious, affording prompt relief  
where other well-known remedies have been powerless.

THERAPION

This remedy, which is a powerful  
short-time, often a few days only, removes all discharges from  
the urinary organs, effectually suppressing the use of  
which does irreparable harm by laying the foundation of  
stricture and other serious diseases. In dysentery, piles,  
irritation of the lower bowel, rough, bristly, and  
some of the more trying complaints of this kind, it has  
found astonishingly efficacious, affording prompt relief  
where other well-known remedies have been powerless.

THERAPION

This remedy, which is a powerful  
short-time, often a few days only, removes all discharges from  
the urinary organs, effectually suppressing the use of  
which does irreparable harm by laying the foundation of  
stricture and other serious diseases. In dysentery, piles,  
irritation of the lower bowel, rough, bristly, and  
some of the more trying complaints of this kind, it has  
found astonishingly efficacious, affording prompt relief  
where other well-known remedies have been powerless.

THERAPION

This remedy, which is a powerful  
short-time, often a few days only, removes all discharges from  
the urinary organs, effectually suppressing the use of  
which does irreparable harm by laying the foundation of  
stricture and other serious diseases. In dysentery, piles,  
irritation of the lower bowel, rough, bristly, and  
some of the more trying complaints of this kind, it has  
found astonishingly efficacious, affording prompt relief  
where other well-known remedies have been powerless.

THERAPION

This remedy, which is a powerful  
short-time, often a few days only, removes all discharges from  
the urinary organs, effectually suppressing the use of  
which does irreparable harm by laying the foundation of  
stricture and other serious diseases. In dysentery, piles,  
irritation of the lower bowel, rough, bristly, and  
some of the more trying complaints of this kind, it has  
found astonishingly efficacious, affording prompt relief  
where other well-known remedies have been powerless.

THERAPION

This remedy, which is a powerful  
short-time, often a few days only, removes all discharges from  
the urinary organs, effectually suppressing the use of  
which does irreparable harm by laying the foundation of  
stricture and other serious diseases. In dysentery, piles,  
irritation of the lower bowel, rough, bristly, and  
some of the more trying complaints of this kind, it has  
found astonishingly efficacious, affording prompt relief  
where other well-known remedies have been powerless.

THERAPION

This remedy, which is a powerful  
short-time, often a few days only, removes all discharges from  
the urinary organs, effectually suppressing the use of  
which does irreparable harm by laying the foundation of  
stricture and other serious diseases. In dysentery, piles,  
irritation of the lower bowel, rough, bristly, and  
some of the more trying complaints of this kind, it has  
found astonishingly efficacious, affording prompt relief  
where other well-known remedies have been powerless.

THERAPION

This remedy, which is a powerful  
short-time, often a few days only, removes all discharges from  
the urinary organs, effectually suppressing the use of  
which does irreparable harm by laying the foundation of  
stricture and other serious diseases. In dysentery, piles,  
irritation of the lower bowel, rough, bristly, and  
some of the more trying complaints of this kind, it has  
found astonishingly efficacious, affording prompt relief  
where other well-known remedies have been powerless.

THERAPION

This remedy, which is a powerful  
short-time, often a few days only, removes all discharges from  
the urinary organs, effectually suppressing the use of  
which does irreparable harm by laying the foundation of  
stricture and other serious diseases. In dysentery, piles,  
irritation of the lower bowel, rough, bristly, and  
some of the more trying complaints of this kind, it has  
found astonishingly efficacious, affording prompt relief  
where other well-known remedies have been powerless.

THERAPION

This remedy, which is a powerful  
short-time, often a few days only, removes all discharges from  
the urinary organs, effectually suppressing the use of  
which does irreparable harm by laying the foundation of  
stricture and other serious diseases. In dysentery, piles,  
irritation of the lower bowel, rough, bristly, and  
some of the more trying complaints of this kind, it has  
found astonishingly efficacious, affording prompt relief  
where other well-known remedies have been powerless.

THERAPION

This remedy, which is a powerful  
short-time, often a few days only, removes all discharges from  
the urinary organs, effectually suppressing the use of  
which does irreparable harm by laying the foundation of  
stricture and other serious diseases. In dysentery, piles,  
irritation of the lower bowel, rough, bristly, and  
some of the more trying complaints of this kind, it has



## TO-MORROW.

## CHURCH SERVICES.

St. Peter's Seamen's Church:—11 a.m., and 9.30 p.m.  
 St. Peter's Church, West Point:—11 a.m., and 6.30 p.m.  
 St. John's Cathedral:—Communion, 7 a.m., Matins, 11 a.m., Evensong, 5.45 p.m.  
 Roman Catholic Cathedral:—Mass at 6 a.m., 7 a.m., 8 a.m., and 9.30 a.m. Benediction, 5.30 p.m.  
 German Bethesda Chapel, West Point:—Morning Service, 11 a.m.  
 St. Francis' Church, Wan-chai:—Mass (Chin.), 6 a.m., (Port.), 7.30 a.m. Benediction, 5 p.m.  
 St. Joseph's Church, Garden Road:—Morning Service (English), 9 a.m.  
 St. Anthony's Chapel, West Point:—Mass, 8 a.m., and 5.45 p.m.  
 Wesleyan Methodist Church:—Services, 10.30 a.m., and 5.45 p.m.  
 Union Church:—Services, 11 a.m., and 6 p.m.

## St. Peter's Seamen's Church.

West Point.  
 1st Sunday after the Epiphany.  
 Holy Communion 7.30 a.m.  
 Matins 11 a.m., Venite, 11.15; Te Deum, Lauds; Benedictus, Trill. Hymns 95, 57, 10, and 576.  
 Evensong 6.30 p.m., Magnificat, Crotch; Nunc, Stainer. Hymns 94, 373, 14, and 407.  
 The Missionary Church "Dayspring" will visit the ships between 9.15 and 10.30 a.m. and between 5.15 and 6 p.m. (Kowloon Police Pier, at 10.30 and 6 p.m.) to bring friends ashore to the services. The answering pennant is the call flag. All sails free. Strangers welcome.

## Shipping.

## Arrivals.

DORIC, British steamer, 2,705, Harry Smith, R.N.R., 9th Jan., San Francisco 15th Dec., Honolulu 18th, Yokohama 1st Jan., Kobe 3rd, Nagasaki 5th, and Wootung (Shanghai) 7th. Mails and General.—O. & O. S. S. Co.  
 SUISAN, British steamer, 1,776, James Young, 9th Jan., Singapore 5th Dec., General.—Jardine, Matheson & Co.  
 FEICHING, Chinese steamer, 984, H. Sparr 9th Jan., Shanghai via Swatow 9th Jan., General.—C. M. S. N. Co.  
 AN PHO, British steamer, 666, J. Knoch, 9th Jan., Saigon 3rd Jan., Rice.—Bradley & Co.  
 TAIWAN, British steamer, 1,121, J. D. Jenkins, 9th Jan., Saigon 3rd Jan., Rice.—Bradley & Co.  
 TAIWAN, British steamer, 1,063, Harder, 9th Jan., Canton 9th Jan., General.—Butterfield & Swire.  
 MIEFOO, Chinese steamer, 1,311, J. D. Hoelger, 10th Jan., Wuhu 4th Jan., Rice.—C. M. S. N. Co.  
 C. FERD. LAKEIS, German steamer, 587, H. Fuchs, 10th Jan., Hamburg 20th Nov., and Singapore 2nd Jan., General.—Stienssen & Co.

ANPING MARU, Japanese steamer, 1,053, I. Goto, 10th Jan., Fochow via Amoy and Swatow 9th Jan., General.—Osaka Shosen Kaisha.  
 SINGAN, British steamer, 1,054, H. Wavell, 9th Jan., Canton 9th Jan., General.—Butterfield & Swire.  
 HOIHAO, French steamer, 500, M. Morlees, 10th Jan., Pakhoi and Hoihow 9th Jan., General.—A. R. Martz.  
 OLYMPIA, American steamer, 1,730, John Truebridge, 10th Jan., Tacoma via Paris 8th Dec., General.—Doddwell & Co., Ltd.  
 Departures.  
 Jan. 9, Fairlight, British 4-masted bark, for New York.  
 Jan. 10, Hue, French str., for Kwong-chow-wan.  
 Jan. 10, Sullberg, German str., for Chinkiang.  
 Jan. 10, Rabenberg, German str., for Amoy.  
 Jan. 10, Rehill's dhow, Jap str., for Shanghai.  
 Jan. 10, Taishe, Chinese str., for Chinkiang.  
 Jan. 10, Hongkong, French str., for Haiphong.  
 Jan. 10, A. Pho, British str., for Chinkiang.  
 Jan. 10, Glenyle, British str., for Shanghai.  
 Jan. 10, Shint Maru, Jap str., for Chinkiang.  
 Jan. 10, Tenta Maru, Japanese str., for Niji.  
 Jan. 10, Humbert, Irish storeship, for Wei-hai-wei.  
 Jan. 10, Heron, Russian str., for Singapore.

Passengers—Arrived.  
 Per Suisan, from Singapore—Mr. Angus, and 88 Chinese.  
 Per Doric, from San Francisco, &c.—Mrs. G. A. Clivio, Miss C. Clivio, Mr. W. B. Fairfield, Master R. Kendall, and Mrs. F. M. Kendall, Messrs. P. Friedrichsen, Leon San Ton, Mr. and Mrs. G. W. Hawley, Mr. and Mrs. R. D. Dunlop, Mrs. Garcia, Dr. H. P. Porter, Mrs. N. De Voie, Mr. J. M. Lucy, Miss F. H. Perry, Misses H. F. Perry, R. E. Perry, J. J. Perry, Messrs. Geo. Eckley, J. W. Owens, W. J. Glick, and Capt. F. A. Kofod (Pilot).  
 Departed.  
 Per Rehill Maru, for Manila—Messrs. Johann Tesch, Henry W. M. Level, Mrs. Wm. Francis, Messrs. F. E. White, C. H. Gray, Cheong B. Hwa, C. V. Osten, O. F. Coleman, Miss Tullis, Mrs. C. Clivio, Miss E. Clivio, Messrs. W. B. Fairfield, C. Hoshizune, F. Rosario, Miss O. Capra, Messrs. Jo Chan, H. O. Wellman, Tang Jong, T. Kida, Miss Y. Shibusaki, Mrs. T. Mumezaki, Messrs. G. E. Howel, K. Jikuhara, and Mr. and Mrs. Nishi.

## Shipping Reports.

Capt. Jenkins, of the steamer Taitan from Saigon, reports:—Strong monsoon and high head sea.  
 Capt. Knoch, of the steamer An Pho from Saigon, reports:—Strong monsoon and high head sea, cloudy and overcast weather.  
 Capt. Young, of the str. Suisan from Singapore, reports:—Strong monsoon weather with high sea to 16° N., 116° E., thence moderate monsoon weather to port.  
 Capt. Spear, of the str. Feiching from Shanghai, reports:—From there to Swatow strong monsoon to N.W. winds and fine clear weather, thence to port light N.E. winds dull and overcast weather.

## Post Office.

## A Mail will close:—

For Haiphong—Per Haiphong, to-morrow, the 11th instant, at 9 a.m.  
 For Swatow, Amoy and Tamsui—Per Daiji Maru, to-morrow, the 11th instant, at 9 a.m.  
 For Canton—Per Hainan, to-morrow, the 11th instant, at 9 a.m.  
 For Kunchuck and Samsui—Per Tung-tong, to-morrow, the 10th instant, at 9 a.m.  
 For Canton—Per Fitchan on Monday, the 12th instant, at 7.30 a.m.  
 For Europe, &c., India via Faticorin—Per Loo, on Monday, the 12th instant, at 11 a.m.  
 For Macao—Per Heungshan, on Monday, the 12th instant, at 1.15 p.m.  
 For Namtau—Per Tides, on Monday, the 12th instant, at 3 p.m.  
 For C. nion—Per Hinkow, on Monday, the 22nd instant, at 5 p.m.  
 For Swatow, Amoy and Fochow—Per Hainan, on Tuesday, the 13th inst., at 10 a.m.  
 For Singapore, Penang and Bombay—Per Ischia, on Tuesday, the 13th instant, at 11 a.m.  
 For Singapore and Sourabaya—Per Hainan, on Tuesday, the 13th instant, at 2 p.m.  
 For Shanghai, Amoy, Nagasaki, Kobe, Yokohama, Victoria, H.C. and Vancouver—Per Empress of China, on Tuesday, the 13th instant, at 3 p.m.  
 For Shanghai, Nagasaki, Kobe, Yokohama, Victoria, H.C. and Vancouver—Per Empress of China, on Wednesday, the 14th instant, at 11 a.m.  
 For Manila—Per Loongsang, on Wednesday, the 14th instant, at 3 p.m.  
 For Samarang—Per Amoy, on Thursday, the 15th instant, at 2 p.m.  
 For Manila—Per Ribi, on Friday, the 16th instant, at 11 a.m.  
 For Europe, &c., India via Faticorin—Per Loo, on Saturday, the 17th instant, at 10.45 a.m.  
 For Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per Doric, on Saturday, the 17th instant, at 10.45 a.m.  
 For Manila, Hainan and Cebu—Per Kailong, on Saturday, the 17th instant, at 10.45 a.m.  
 For Manila, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne—Per Taiyuan, on Tuesday, the 20th instant, at 3 p.m.  
 For Singapore, Penang and Colombo—Per Cantu, on Wednesday, the 21st instant, at 10 a.m.  
 For Europe, &c., India via Faticorin—Per Princess Irene, on Wednesday, the 21st inst., at 11 a.m.  
 For Kobe and Yokohama—Per Taina, on Wednesday, the 21st instant, at 3 p.m.  
 For Manila—Per Zafra, on Friday, the 23rd instant, at 11 a.m.  
 For Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, H.C.—Per Empress of India, on Wednesday, the 14th Feb., at 11 a.m.

## PROJECTED SAILINGS.

DESTINATION.	VESSELS.	DATE.
Anping, &c.	Maidagru Maru.	Jan. 21
Bremen, &c.	Kantschow.	April 15
"	Bayern.	May 29
"	Rinness Irene.	Jan. 21
"	Preussen.	May 4
"	Darmstadt.	Feb. 4
"	Hamburg.	Mar. 18
"	Hinz Heinrich.	April 1
"	Roon.	May 27
"	P. R. Lui pold.	June 11
Bombay, &c.	Hiroshima Maru.	Jan. 27
"	Ischia.	Jan. 13
Cebu & Hainan.	Kailong.	Jan. 17
F. Loo, &c.	Silesia.	Jan. 18
Fochow, &c.	Ying Maru.	Jan. 14
Hainan & Hamburg.	Nürnberg.	Jan. 23
"	Silesia.	Jan. 13
"	Wu zhang.	Feb. 10
"	C. E. F. Laeis.	Feb. 24
"	Famberg.	Mar. 5
"	Andulwa.	Mar. 19
"	Hakata Maru.	Jan. 15
"	Yamaguchi Maru.	Jan. 15
"	Kagoshima Maru.	Jan. 25
"	Yedus.	Jan. 24
"	Dorianus.	Feb. 20
"	Antenor.	Jan. 20
"	Telemachus.	Feb. 3
"	Prometheus.	Feb. 17
"	Bulluarat.	Jan. 17
"	Canton.	Jan. 21
Marseilles, &c.	Malta.	Mar. 28
"	Oopack.	Jan. 13
"	Pyrrhus.	Feb. 21
"	Lans.	Jan. 12
"	Kawachi Maru.	Jan. 24
"	Fing Maru.	Jan. 24
"	Kohla Maru.	Jan. 27
"	Corsetta Maru.	Jan. 21
"	Rubi.	Jan. 16
"	afro.	Jan. 23
"	Loongsang.	Jan. 14
"	Vogel.	Jan. 13
"	Indradeo.	Feb. 10
Portland, (Or.)	Indravelli.	Jan. 24
San Francisco, &c.	Nippon Maru.	Jan. 24
"	Siberia.	Mar. 7
"	Gaelic.	Mar. 7
"	Coptic.	Feb. 10
"	Korea.	Feb. 27
"	Hongkong Maru.	Mar. 17
"	China.	Mar. 24
"	Horic.	Feb. 17
"	America Maru.	Jan. 12
"	Comandant.	Jan. 11
"	Tirol.	Jan. 11
"	Galzie.	Jan. 11
"	Singan.	Jan. 12
"	Pekin.	Jan. 24
"	uisang.	Jan. 17
"	Daijin Maru.	Jan. 18
"	Tainan.	Jan. 11
"	Taiyuan.	Jan. 11
"	Tsinan.	Feb. 16
"	Changsha.	Mar. 7
"	Chingta.	April 4
Vancouver &c.	Empress of Japan.	Mar. 11
"	Empress of China.	Mar. 11
"	Empress of India.	Mar. 11
"	Athenian.	Mar. 18
"	Tatar.	Feb. 25
"	Olympia.	Jan. 17
"	Pleades.	Jan. 24
"	Pakling.	Jan. 24
"	Tosa Maru.	Jan. 23
"	Kaga Maru.	Jan. 27
"	Ceylon.	Jan. 13
"	Banca.	Jan. 13
"	Austria.	Jan. 17

## HONGKONG AND WHAMPOA DOCK RETURNS.

H.M.S. Britonair at Kowloon Dock.  
 Likin .....  
 Amara .....  
 Yuensang .....  
 Chovela .....  
 Hailan .....  
 Mather .....  
 Pawan .....  
 Brand ..... Cosmopolitan  
 Tellos ..... Aberdeen  
 Alric .....  
 Hermann Menzell .....

## VESSELS IN PORT.

STRAITERS.  
 AIRLIE, British steamer, 2,502, St. John George, 6th Jan., Sydney 9th Dec., and Manila 3rd Jan., General.—Gibb, Livingston & Co.  
 AMARA, British steamer, 1,565, C. J. Mattock, 6th Jan., Canton 5th Jan., General.—Jardine, Matheson & Co.  
 BENLIEDI, British steamer, 1,483, David Clark, 5th Jan., Moji 31st Dec., Coal.—Gibb, Livingston & Co.  
 BENVENUE, British steamer, 1,410, A. Webster, 8th Jan., Java 29th Dec., Sugar.—Gibb, Livingston & Co.  
 BRAND, Norwegian steamer, 1,519, John Thorsen, 13th Dec., Chinkiang 8th Dec., Rice.—Carlowsitz & Co.  
 CHOWFA, German steamer, 1,055, J. Köhler, 2nd Jan., Bangkok via Hoihow 25th Dec., Rice and Timber.—Butterfield & Swire.  
 DAIGI MARU, Japanese steamer, 846, T. W. Groves, 7th Jan., Tamsui 4th Jan., Amoy 5th, and Swatow 6th, Camphor and General.—Osaka Shosen Kaisha.  
 EMPRESS OF CHINA, British steamer, 3,003, R. Archibald, R.N.R., 24th Dec., Vancouver (B.C.) 1st Dec., and Shanghai 21st, Mails and General.—C. P. R. Co.  
 GIBRALTAR, British steamer, 4,473, Morris, 7th Jan., New York and Manila 3rd Jan., General.—Shewan, Tomes & Co.  
 HAIPHONG, French steamer, 874, Ristorelli, 8th Jan., Haiphong 6th Jan., Rice.—Messageries Maritimes.  
 HAITAN, British steamer, 1,183, J. S. Roach, 3rd Jan., Swatow 2nd Jan., General.—Douglas, Lapinik & Co.  
 HINSANG, British steamer, 1,537, W. E. Sawyer, 7th Jan., Hongay 5th Jan., Coal.—Jardine, Matheson & Co.  
 HOKOKU MARU, Japanese steamer, 1,715, K. Yamamoto, 6th Jan., Canton 6th Jan., General.—Yu Sheng Lung.  
 HONG BEE, British steamer, 2,056, S. Peters, 9th Jan., Penang 29th Dec., and Singapore 1st Jan., General.—100 Tack Seng.  
 ISCHIA, Italian steamer, 1,784, Alberto Murio, 6th Jan., Bombay 19th Dec., and Singapore 20th, General.—Carlowsitz & Co.  
 KACHIDATE MARU, Japanese steamer, 2,130, K. Murai, 9th Jan., Kuchinozu 4th Jan., Coal.—Mitsui Bussan Kaisha.  
 MACHIEW, German steamer, 995, H. Hojes, 29th Dec., Bang-oh via Swatow 29th Dec., Rice.—Melchers & Co.  
 NANYANG, German steamer, 1,060, E. Hass, 31st Dec., Saigon 27th Dec., General.—E. A. Trading Co.  
 PIONEER, German steamer, 975, A. Knutzen, 9th Jan., Canton 8th Jan., General.—E. A. Trading Co.  
 QUANG NAM, French steamer, 693, Martino, 31st Dec., Saigon 19th Dec., Rice.—Bradley & Co.  
 SHANTUNG, German steamer, 1,057, M. Engelhardt, 8th Jan., Singapore 29th Dec., Oil.  
 Mr. Geo. McBain.  
 SISIAN, British steamer, 815, A. Jones, 8th Jan., Saigon 2nd Jan., Rice and Meal.—Bradley & Co.  
 TAIPI, German steamer, 1,065, A. Menzell, 4th Jan., Saigon 30th Dec., Rice and Rice-flour.—Chinese.  
 TELEMACHUS, British steamer, 1,311, Jas. Williamson, 3rd Jan., Saigon 29th Dec., Rice and General.—Nam W. & Co.  
 TOSA MARU, Japanese steamer, 3,610, A. Christensen, 3rd Jan., Shanghai 31st Dec., General.—Nippon Yusen Kaisha.  
 TRITOS, German steamer, 1,050, H. Clausen, 4th Dec., Manila 1st Jan., Ballast.—Stienssen & Co.  
 TSINTAU, German steamer, 1,072, O. Koch, 6th Jan., Bangkok 29th Dec., Rice.—Butterfield & Swire.  
 YUENSAO, British steamer, 1,128, P. H. Rolfe, R.N.R., 7th Jan., Manila 4th Jan., Hemp.—Jardine, Matheson & Co.

## SAILING VESSELS.

DRUMBURTON, British 4-masted schooner, 1,773, W. Thomas, 18th Dec., New York 24th, July, Oil.—Standard Oil Co.  
 EVIE J. RAY, American bark, 918, Kasten, 12th Dec., Hainan 17th Oct., Timber.—Sander, Wieler & Co.  
 GROSVENOR, British bark, 516, Hoga, 14th Jan., Mauritius 16th January, Sugar.—Abdoela & Co.  
 J. H. LUNEMAN, American ship, 900, O. Johnson, 16th Dec., Port Townsend Sept. 22nd, Lumber.—Order.  
 LOTUS, Italian bark, 794, Antonio M. Schifano, 4th Dec.—from Callao (Peru), General.—Order.

## CHINA COAST METEOROLOGICAL REGISTER.

January 9th, 1903, a.m.

Wladivostok?	Amoy	Canton	Hongkong	Shanghai	Swatow	Tientsin	Yokohama
Nemuro	30.17	30.17	30.17	30.17	30.17	30.17	30.17
Hakodate	30.20	30.20	30.20	30.20	30.20	30.20	30.20
Kochi	30.23	30.23	30.23	30.23	30.23	30.23	30.23
Yokohama	30.25	30.25	30.25	30.25	30.25	30.25	30.25
Kagoshima	30.24	30.24	30.24	30.24	30.24	30.24	30.24
Oshima	30.25	30.25	30.25	30.25	30.25	30.25	30.25
Naha	30.25	30.25	30.25	30.25	30.25	30.25	30.25
Ishigakijima	30.31	30.31	30.31	30.31	30.31	30.31	30.31
Taihouku	30.26	30.26	30.26	30.26	30.26	30.26	30.26
Taihu	30.24	30.24	30.24	30.24	30.24	30.24	30.24
Koshu	30.26	30.26	30.26	30.26	30.26	30.26	30.26
Pescadore	30.57	35.70	N	6	bm		
Guzlaf	30.37	34	W	1	0		
Sharp Peak	30.37	32	W	1	0		
Amoy	30.37	32	W	1	0		
Swatow	30.37	32	W	1	0		
Canton	30.34	34	W	1	0		
Hongkong	30.34	34	W	1	0		
Victoria Peak	30.34	34	W	1	0		
Gap Rock	30.31	34	W	1	0		
Macao	30.35	34	W	1	0		
Haiphong	30.12	77	75	0	0		
Manila	30.12	77	75	0	0		
Malate	30.12	77	75	0	0		
Bicolod	30.12	77	75	0	0		
Uyo	30.08	78	75	0	0		
Cebu	30.07	82	75	0	0		
C. St. James	30.07	82	75	0	0		

## THE SHARE MARKET.

## LATEST QUOTATIONS.

(JANUARY 10th.)

STOCKS.	PAID UP VALUE.	LAST DIVIDEND.	LATEST QUOTATION.
BANKS.			
Hongkong and Shanghai Banking Corporation	\$ 125	Div. of £1.10/- @ ex. 1/8 = \$17.56 for half-year ending 30/6/1901	\$670 buyers
National Bank of China, Limited	£ 8	3/13 on A. shares	\$24 sellers
Do. Founders	£ 1	\$1.68 on B. shares	\$10
MARINE INSURANCES.			
Union Insurance Society of Canton, Limited	\$ 100	60 per cent = \$30 per share for 1901	\$470 buyers
China Traders' Insurance Company, Limited	\$ 25	16 1/2 % = \$4 for year ended 30/6/1901	\$58 sellers
North China Insurance Company, Limited	\$ 25	Final of 4 1/2 % making in all 8 % for 1901	Tails 177 1/2 sales
Yantai Insurance Association, Limited	\$ 60	10 % = \$1 for 1900	\$133 buyers
Canton Insurance Office, Limited	\$ 50	28 % = \$14 per share for 1901	\$167 1/2 sellers
FIRE INSURANCES.			
Hongkong Fire Insurance Company, Limited	\$ 50	\$35 per share for 1900	\$127 1/2 sellers
China Fire Insurance Company, Limited	\$ 20	\$5 per share for 1900	\$85 buyers
SHIPPING.			
Hongkong, Canton, and Macao Steamboat Company, Limited	\$ 15	\$14 for half-year ending 30/6/1902	\$37 1/2
Indo-China Steam Navigation Company, Limited	£ 10	Fin. of 12/- making £1 per share for 1901	\$85 1/2 sales
China and Manila Steamship Company, Limited	\$ 50	10 % for 1900	\$25 buyers
Douglas Steamship Company, Limited	\$ 50	Div. of \$3 per share for year ended 30/6/1902	\$45 buyers
"Star" Ferry Company, Limited	\$ 10	\$1.20 = 12 % for year ending 30/6/02	\$25 buyers
"Shell" Transport and Trading Company, Limited	£ 1	2nd Interim of 9d. making 2/- for 1901	£17 1/2 buyers
Shanghai Tug Boat Company, Limited	Tails 100	3rd Interim of 1 1/2 s. for 1902	Tails 285 ex-div.
Taku Tug and Lighter Company, Limited	Tails 50	Interim of 2 %	Tails 55 sellers
Shanghai Cargo Boat Company, Limited	Tails 100	Interim of 6 % for 1901	Tails 145 buyers
Co-operative Cargo Boat Company, Limited	Tails 101	Interim of 6 % for 1901	Tails 145 buyers
REFINERIES.			
China Sugar Refining Company, Limited	\$ 100	Fin. of \$7 making \$12 for 1901	\$88 buyers
Luzon Sugar Refining Company, Limited	\$ 100	\$3 per share for 1897	\$12
Perak Sugar Cultivation Company, Limited	Tails 50	Fin. of 7 % making 12 % for the year	Tails 72 1/2 sellers
MINING.			
Punjom Mining Company, Limited	\$ 10	None	\$2 buyers
Punjom Mining Preference Shares	\$ 1	None	75 cents sellers
Société Française des Charbonnages du Tonkin	Francs 250	Int. of Frs. 30 per share for 1901	\$600 sellers
Jebebu Mining and Trading Company, Limited	\$ 5	5 % for 1-year end. 31/7/94 (Coupon 9)	\$11 sellers
Raub Altian Gold Mining Company, Limited	£ 18s. 10d.	No. 12 of 1/- per share	\$7 1/2 buyers
Chinese Engineering & Mining Company, Ltd.	£ 1	7 1/2 % = 1/6 per share (Coupon No. 1)	Tails 8.20 buyers
DOCKS, WHARVES AND GODOWNS.			
Hongkong and Whampoa Dock Company, Limited	\$ 50	Div. of 10 % and bonus of 4 % for half-year ending 30/6/02	\$205 buyers
S. C. Farham, Boyd & Co., Ltd.	Tails 100	Interim of Tls. 7	Tails 177 1/2 sales
Hongkong and Kowloon Wharf and Godown Company, Limited	\$ 50	Interim of \$2 for 1902	\$90 buyers
New Amoy Dock Company, Limited	\$ 61	\$14 for 1901	\$40 sellers
Shanghai and Hongkew Wharf & Godown Company, Limited	Tails 100	Interim of Tls. 6 for 1901	Tails 310 sales
LANDS, HOTELS AND BUILDINGS.			
China Provident Loan and Mortgage Company, Limited	\$ 10	8 % = 80 cents per share for 1901	\$10 sellers
Hongkong Land Investment and Agency Company, Limited	\$ 100	Interim of \$6 for 1902	\$181 buyers
Kowloon Land and Building Company, Ltd.	\$ 30	\$1.80 per share for 1901	\$318 buyers
West Point Building Company, Limited	\$ 50	Interim of \$1 1/2 for 1902	\$57 sellers
Hongkong Hotel Company, Limited	\$ 50	\$6 for first half-year 1902	\$141 buyers
Oriente Hotel Company, Limited (Manila)	\$ 50	8 % = \$4 for half-year ending 31.3.1900	\$271 sales
Astor House Hotel Co., Limited (Shanghai)	\$ 25	15 % for half-year ending 31.12.01	Tails 164 buyers
Hotel des Colonies Co., Ltd. (Shanghai)	Tails 25	First year	Tails 25
Queen's Hotel (Wei-hai-wei)	Tails 25	First year	
Humphreys Estate and Finance Company, Limited	\$ 10	10 per cent. for 1901	\$12 buyers
Shanghai Land Investment Company, Limited	Tails 50	Interim of 6 % for 1902	Tails 115 sales cum new issue
COTTON MILLS.			
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	\$ 10	Final of 60 cents making \$1 per share	\$17 sellers
Ewo Cotton Spinning and Weaving Company, Limited	Tails 100	3 % for period ended 31.10.97	Tails 40 sellers
International Cotton Manufacturing Company, Limited	Tails 100	Interim of 3 % on account of 1898	Tails 40 sales
Laon-kung-mow Cotton Spinning and Weaving Company, Limited	Tails 100	Int. div. of 4 % on acct. of 1898 on 6,000 shares	Tails 44 sales
Soy Chee Cotton Spinning Company, Limited	Tails 500	4 % for half-year ending 31.12.00	Tails 150
TOBACCO, CIGAR AND CIGARETTE COMPANIES.			
Alhambra, Limited	\$ 500	25 % for year ending 30.6.1900	\$400
Philippine Tobacco Trust Co., Limited	\$ 20	None	\$30 sellers
Shanghai-Sumatra Tobacco Company	\$ 20	Interim of \$2 per share	Tails 45 sales
American Cigarette Company, Limited	Tails 50	7 % for 1899	Tails 40
MISCELLANEOUS.			
Green Island Cement Company, Limited	\$ 10	10 % = \$1 per share for 1901	\$21 1/2 buyers
China-Borneo Company, Limited	\$ 15	10 % = \$1.50 for 1901	\$25 sellers
A. S. Watson & Co., Limited	\$ 10	Interim of 5 % for 1902	\$141 sellers
Watkins, Limited	\$ 10	60 cents per share for 1901	\$8 sellers
Hongkong Electric Company, Limited	\$ 10	80 cents for year ending 30.1.1902	\$15.10 buyers
Hongkong Electric Company, Limited	\$ 5	40 cents for year ending 31.12.01	\$6.65 buyers
Hongkong and China Gas Company, Limited	£ 10	10 % div. and 1 % bonus for 1900	\$143 buyers
Hongkong Rope Manufacturing Company, Limited	\$ 50	\$10 for 1901	\$115
Gen. Fenwick & Co., Limited	\$ 25	15 per cent = \$3.75 for 1901	\$50 sellers
Hongkong Ice Company, Limited	\$ 25	Interim of \$4 for 1902	\$240 sellers
Hongkong High-Level Tramways Co., Ltd.	\$ 100	\$18 for year ending 31.12.1902	\$327 buyers
Dairy Farm Company, Limited	\$ 6	75 cents for year ending 31.7.1901	\$11 sellers
Hongkong and China Bakery Company, Limited	\$ 50	5 per cent = \$2 1/2 for 1901	\$40 sellers
Campbell, Moore & Co., Limited	\$ 50	Div. of \$2 1/2 and bonus of \$2 1/2 for 1901	\$35
Hell's Asbestos Eastern Agency, Limited	£ 12s. 6d.		\$1 buyers
United Asbestos Oriental Agency, Limited	\$ 4	80 cents per share	\$8 1/2 sellers
Do. Founders	\$ 10	\$19.80 per share	\$155
Tebrau Planting Company, Limited	\$ 5		nominal
Universal Trading Co., Limited	\$ 20	Interim of \$1.20 per share	122 1/2 buyers
Hongkong Steam Water-boat Co., Limited	\$ 10	Final of 6 % making 12 % for the year	\$14 sales
China Light and Power Co., Limited	\$ 20	None	\$10 buyers
Robinson Piano Co., Limited	\$ 50	5 % = \$2 1/2 for half-year 1901	10
Manila Investment Co., Limited	\$ 10	None	\$15 buyers
William Powell, Limited	\$ 10	Final of 50 cents making \$1 per share	\$91 buyers
Matschappij tot Mijl. Bosch en Landbouw	Gulden 100	Interim Dividend of Tls. 21 per share	Tails 170 sales



Gentlemen's  
Outfitting  
Department  
Now Open.  
28, Queen's Road  
Opposite  
Hongkong Hotel.

**WILLIAM POWELL, LTD.,**



**28 & 34, QUEEN'S ROAD CENTRAL,  
HONGKONG.**

**General Drapers, Dressmakers, Milliners, Hosiers,  
Haberdashers and General Outfitters.**

Gentlemen's  
Outfitting  
Department  
Now Open.  
28, Queen's Road  
Opposite  
Hongkong Hotel.

**ENTIRELY NEW WINTER STOCK,  
IN ALL DEPARTMENTS.**

THE VERY LARGEST AND BEST ASSORTMENT OF FASHIONABLE  
**COATS, CAPES AND JACKETS**  
IN THE EAST. ALL THE NEWEST AND BEST SHAPES IN MADE UP  
FURS, FUR CAPES AND JACKETS.

BABY CARRIAGES AND MAIL CARTS, NEW DESIGNS INCLUDING THE PATENT FOLDING CART.

**Cooking Stoves from \$18 to \$140.**

**SMART FRENCH MILLINERY.**

LADIES' WARM SHIRTS AND BLOUSES. NEW TRIMMINGS  
AND APPLIQUES OF GREAT RICHNESS.

**FANCY GOODS AND TOYS.**

**BALL SEASON 1903.**

A FINE ASSORTMENT OF THE LATEST

**FANS FANS FANS**

OSTRICH FEATHER, SILK AND EMPIRE.

HEAVY BROCHE SILKS, DELICATE VOILES, PEAU DE SOIE, ZIBELINES, EOLIENNES, SATIN  
CLOTHS. BROCHE TAFFETAS. BENGALINES, ETC., ETC. FOR EVENING WEAR.  
EVERYTHING FOR LADIES' AND CHILDREN'S WEAR.

**GENTLEMEN'S OUTFITTING DEPARTMENT.**

BATH GOWNS, DRESSING GOWNS, RUGS, HATS, BOOTS, UMBRELLAS,  
SHIRTS, GLOVES, TIES, SHOES, BOOTS, HALF HOSE FOR EVENING WEAR.  
THE HONG SHIRT FOR BUSINESS WEAR. BEST FRENCH PRINT AND ZEPHYR SHIRTS.

**NO MORE UNTIDY COLLARS.**

ALL OUR DOUBLE COLLARS HAVE A PATENT LOCK WHICH ENTIRELY PREVENTS THEM GAPING OPEN IN THE  
FRONT, ALWAYS IN POSITION. ALWAYS COMFORTABLE, NO TROUBLE. STOCKED IN ALL  
SIZES AND SHAPES AND FOUR DEPTHS.

**DRESSMAKING DEPARTMENT.**

UNDER THE SUPERVISION OF A HIGHLY QUALIFIED DRESSMAKER. CUT, FIT AND STYLE GUARANTEED.

December 29th.

R. G. HECKFORD,  
MANAGER.